

Vol. X, No. 1 (Aug. 15, 1939)

Date : 7/17/26, 4:27 AM

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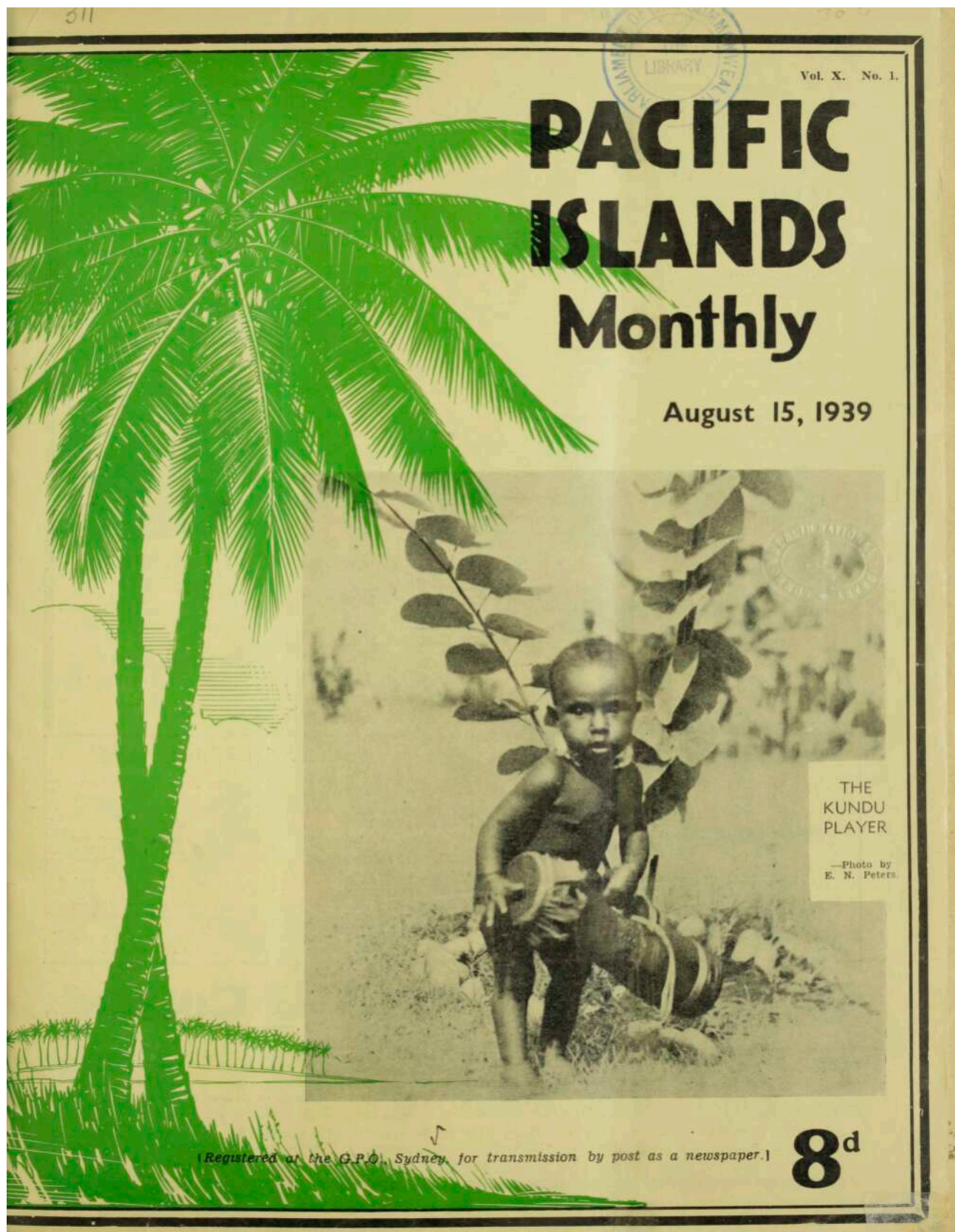
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Pacific Islands Monthly—August 15, 1939

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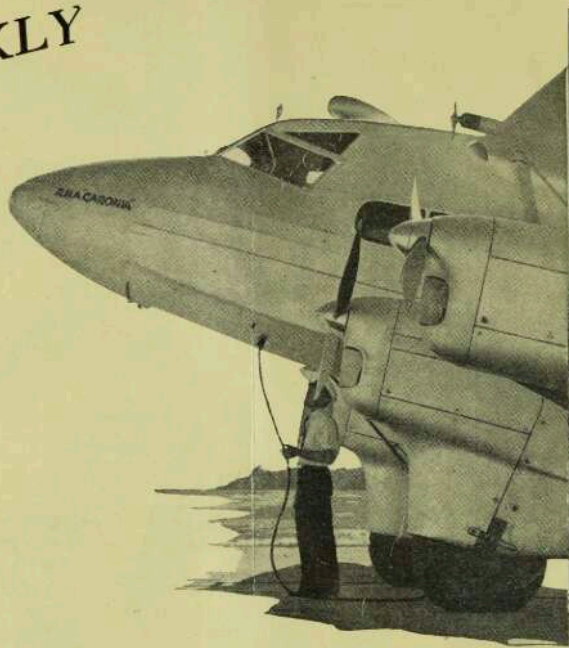
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Pacific Islands Monthly—August 15, 1939

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PER "BULOLO" FOR PAPUA & N.G. ON JULY 12: Messrs. Scott, Grant, Budden, Hawkes, Borrowdale, Robertson, McKillop, Palfreyman, Marshall, Schmidt, Bayliss, Ravenscroft, Middleton, Bradfield, Robertson, Shuter, Harty, Bullock, White, Parsons, Booth, Hunter, Arblaster, Searl, Bishton, Stewart, Meek, Searle, Hocking, Simson, Priestley, Vleusseux, Brown, Tucker, Foreman, McGregor, Keith, Searle, McCordel, Jenkins, Buhler, Curran, Ottawa, Lobb, Hayes, Basha, Broinowski, Hall, Shanahan, Brush, Winterford, Mangan, Griffiths, Seanson, Carruthers, Newman, Caddow, Thomson, Morell, Manson, Flower, Eaton, Beharell, Smeeton, Goldsmith, McDonald, Sharpe, Cameron, O'Connor, Cox (2). Mesdames Grant, Hassett, Marshall, Schmidt, Bayliss, Ravenscroft, Middleton, Jeffery, Bradfield, Reilly, Shuter, Bullock, Levey, McDonald, Hunter, Bishton, Atkins, Stewart, Carruthers, St. Clair, Fletcher, Meek, Mills, Lambert, Searle, Bayliss, Hocking, Allen, Cox, Bulkeley, Pocock, Brown, Tyson, Tucker, Foreman, McGregor, Fox, Greenway, Lobb, Hayes, Broinowski, Hall, Shanahan, Spence, Bretag, Esson, Haunt, Thirkell, Misses Cooper, Aldis, Stammer, King, Robertson, Schmidt, McSpedden, Bower, Harty, Cheeseman, Fleming, Peacock, Levey, Cronin, Mills, Shaw, Mayer, Cox, Arkell, Smith, Black

(2), Cameron, Keirnan, Danks, Wilson, McCordale, Sloan, Sisters De Plazzi, Paula, Vincent, Beneldi.

SYDNEY.—N.G. AIRLINER, JULY 16: Messrs. Van Dyk, Rodgers.

N.G.—SYDNEY AIRLINER, JULY 17: Messrs. Philpotts, Harper, Goodwyn, Sedgers, Henderson, Nelson, Sheringham, Alexander, Loven, Chambers.

N.G.—SYDNEY AIRLINER, JULY 19: Messrs. Zarattaro, Keane, O'Shea.

PER "NANKIN" FROM RABAU ON JULY 19: Messrs. Petterson, Kensett, Dimelow, Ballam, Sugimoto (2), Kuwatura, Stainer, Jones, Fitzroy, Serafini, Dobbie, Mesdames Dimelow, Dee, Mackenzie, Misses Mitchell, Guest, Willcocks.

SYDNEY.—N.G. AIRLINER, JULY 19: Messrs. Thomas, Symes, Pickering, Lowe, Wills, Sedgers, Ryan, Polson, Robertson, Mrs. Bayliss.

PER "MACDHUI" FROM PAPUA & N.G. ON JULY 22: Messrs. Birrell, Borgelt, Cadden, Carroll, Dobbin, Dobinson, Downing, Elliott, Fleay, Huish, Mayne, Moor, Ormond, Rae, Ryder, Smith, Thomson, Wignall, Mesdames Avery, Borgelt, Cowles, Elliott, Farrar, Fleay, Hills,

Hurd, Lukin, Ormond, Peters, Reece, Smith, Swanson, Misses Birkmyre, Elliott, Goldberg, Hill, Hills, Manning, Fanning, Peters, Rudd.

N.G.—SYDNEY AIRLINER, JULY 22: Messrs. Rasche, Wills, Aelskold, Clarke, Gray, Sedgers, Eckard, Mahoney, Millward, Richardson, Father Sorrin, Miss Hellar.

SYDNEY.—N.G. AIRLINER, JULY 23: Messrs. Collopy, Poultny, Nicholl, Mrs. Nicholl.

PER "NEPTUNA" FROM N.G. ON JULY 24: Messrs. Ansell, Connor, Hughes, Knight, Simmond, Smith, Stevenson, Sutherland, Thomas, Bedford, Hill, McWilliam, Stewart, Venn-Brown, Mesdames Ansell, Knight, Sutherland, Miss Mack.

PER "TASMAN" FOR PAPUA ON JULY 26: Messrs. Horton, Marshall, Owen, Salt, Smith, Mesdames Fitch, Morgan, Owen, Miss Fitch.

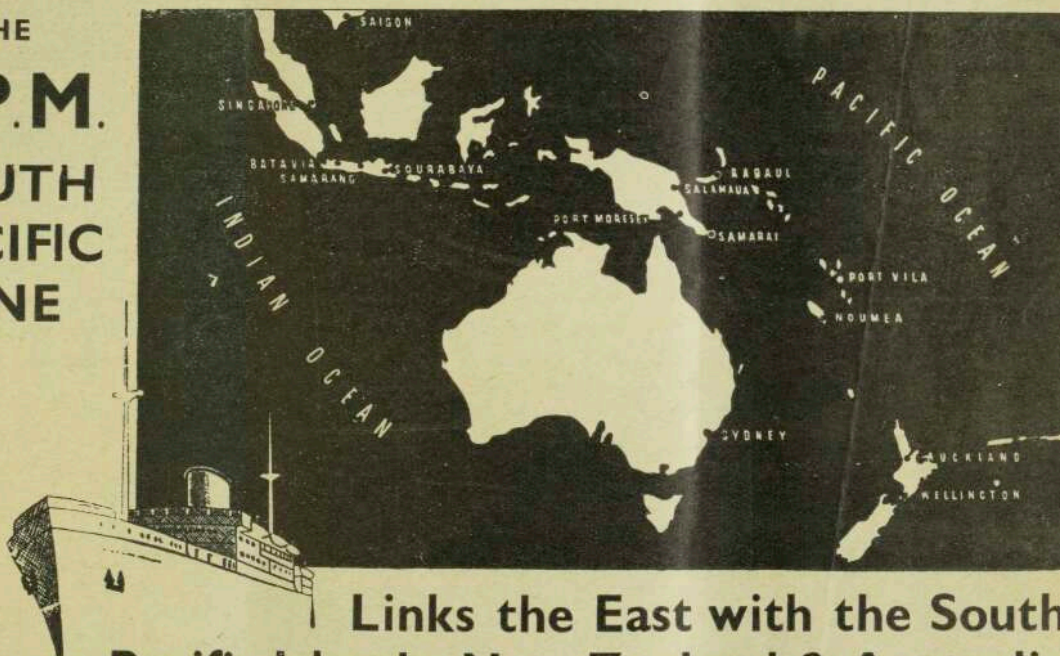
SYDNEY.—N.G. AIRLINER, JULY 26: Messrs. Clarke, Daggett, Pearce, Northan, Scriven, Goodwyn, Mrs. Pearce.

N.G.—SYDNEY AIRLINER, JULY 26: Messrs. Rachske, Tauey, Copeland.

PER "MALAITA" FROM N.G. & B.S.I. PORTS ON JULY 29: Messrs. Scott, Alley, Bell, Campbell, Chartres, Cropp, Davies, Dick, Fallows, Fowler, Frame, Gerber, Hazewinkel, Hewitt, Jay, Kerkham, Knibbs, Kohler, McGregor, Pendle-

(CONTINUED ON PAGE 78.)

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Published Once Each Month and Circulated in Australia and New Zealand
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Owned and Produced by Pacific Publications Pty. Ltd., Union House, 247 George Street, Sydney.

TELEPHONE : Managing Director . . BW 5037
Business and Editorial MA 7101
P.O. BOX 3408 R
Registered Address of Telegrams, Radiograms,
and Cables: "Pacpub", Sydney.

Editor and Publisher:
R. W. ROBSON, F.R.G.S.
Assisted by Selwyn Hughes.

Advertising Manager: L. W. Bailey.

Advertising Office and Printing-House:
29 Alberta St., Sydney.

Advertising rates furnished on application.
Colours, etc. by Arrangement.

Process Blocks made at Advertiser's expense
when required. Screen, 100.

Changes of Advertising Copy should reach this
Office by 1st of each month, otherwise previous
advertisement may be repeated.

IN LONDON, the Pacific Islands Monthly is
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The Strand, London.

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Articles, Stories, and Photographs dealing with
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SUBSCRIPTION RATES.

Per Annum, within British Empire, Prepaid, ... 8/-
Post Free 8/-
Per Annum, elsewhere, prepaid, Post Free 10/-
Single Copies 8d.

Vol. X. No. 1.

AUGUST 15, 1939.

Price { ad. Per Copy.
Prepaid: 8/- p.a.

The Undeclared World War of 1937-1940

NOWHERE in the world are inter-
national developments followed with
closer attention than in the Pacific
Territories. The Europeans there are
sharply conscious of their isolation. They
know that, if there is a war, Japan will
be in it; and that it will be within the
power of the Japanese, at first, to dislo-
cate their transport and disturb the
tenor of their lives.

But this long-continued suspense makes
the Pacific communities impatient. "Why
all this dithering and delay?" they ask.
"Why the backing and filling over
Russia? Why the contradictory reports
from America?" Why do the British
stand for all this insolence from the
cheeky little Japs? What is going on,
anyway?—and they suspect that some
sinister and mysterious force (probably
international money power) is in control
of international affairs and shaping the
current of our lives.

Actually, the international pattern is
laid out very clearly, for all to see and
read; and it provides a background and
an explanation for most of what is hap-
pening. And the end of this nerve-
destroying anxiety is near. It is either
explosive or appeasement.

It is the age-old struggle between the
Haves and the Have-Nots. Britain and
France, between them, hold a very large
proportion of the world's undeveloped
and colonisable territory. Germany, Italy
and Japan have little colonial territory
and, for a variety of reasons, they want
some of ours.

Economically, culturally, racially, those
three Powers are far apart; but they are
united in one purpose, which since 1937
has dominated their policies and coloured
their dreams—namely, a hope that they
can dismember the British and French
Empires.

They are now fighting like furies in an
undeclared war, designed to embarrass
Britain and France and destroy the
morale of our people. It is no accident
that to-day we have intense Nazi activity
in the Americas, and the Japanese forcing
indignities upon the British in China,
and Italian anti-British and anti-French
propaganda among the forty millions of
Arabic peoples who live in the Near East
and North Africa, and a campaign of
bomb-throwing in England, organised by
Irish lunatics and financed by Germany.

FOR an explanation of Anglo-French
unreadiness and fumbling, we must
go back 20 years, to Versailles. The
war was won through the sacrifices of
patriots and soldiers; but the Treaty was
made by little, visionless, non-combatant
politicians, upon whom history will heap
contumely and condemnation. The Treaty
was conceived in the French spirit of
revenge, and was born of political fools
and cock-eyed theorists. Among many
errors, the gravest was the imposition
upon Germany and Austria of terms which
were economically insane, and inter-
nationally criminal. The Central Powers
could not pay a hundredth part of the
"reparations" imposed; and, if they had
paid the sums demanded, the economy of

the victorious nations would have been
completely destroyed . . . as was shown by
what happened to the world when the
European countries tried to pay their war
debts to the United States.

For several years, the Central Powers
lay, supine and wretched, under the Ver-
sailles Treaty. They were disarmed, and
Britain and France also disarmed. This
was the greatest opportunity of all time
to create new and better international
relations—to make the world really safe
for democracy. Co-operation between
Britain, America and France, then, would
have rescued the Germanic peoples from
their misery and hopelessness, and built
up a Western European confederation
which could have taken care of any threat
to the established order, whether it came
out of Russia or the Far East. But
America remained aloof, and howled for
repayment of her war loans (a pin-headed
President of that era was responsible for
the never-to-be-forgotten phrase: "Well,
they hired the money, didn't they?");
political crack-pots in Britain, blind and
futile, played about with the still-born
League of Nations; and France plunged
into a decade of political upheavals and
economic crises. The Germanic peoples
were left to their misery.

INEVITABLY, out of this hideous post-
war muddle, came the dictatorships.

Led by strong men, acting swiftly,
surely and ruthlessly, Germany reorgan-
ised and re-armed and Italy joined her,
while the British and French were still
dithering and fumbling. Many British
statesmen had warned the nations of
what would come; but statesmen at that

period were not wanted—Britain was led to the very brink of disintegration and disaster by the calamitous Ramsay MacDonald.

Only just in time did Britain recognise the danger, and prepare for it. In fact, it was not in time. In 1938, when the German-Italian-Japanese challenge came, Britain and France were not ready, and only a combination of luck and skilled statesmanship kept them out of a war in which they would have been at a terrible disadvantage. A year's respite has been gained, and in that year Britain and France have completed their armaments, and have made defensive alliances with Poland and Turkey, and now are ready to meet any situation.

But the Germany which might have been brought into an honest bloc of Western democracies ten years ago is today powerful and aggressive, and completely under the domination of the egocentric Hitler, and craves world domination; and Italy and Japan go gladly with her, in the hope that together they can tear down the Anglo-French Empires.

THE times are difficult, but we do not now face the dangers of 1938. Britain and France, with their new allies, now can take care of any situation likely to arise in Europe; and the dictators know it and, for that very reason, war is not likely to occur there. The insults and indignities heaped upon the British by the Japanese in China represent what may be the last, desperate attempt of the Berlin-Rome-Tokio Axis to force the democracies to fight on a battle-ground chosen by the Axis. Britain saw the trap, and side-stepped, and waited.

Why is Britain waiting, and for what? Look at the international pattern, laid out clearly before you. If Germany moves again in Europe, she must fight Britain, France, Poland and Turkey, with Roumania and Greece, and probably Holland and Portugal in support, and only Italy to aid her. If Japan, in such circumstances, should move against the British and French, either Russia or the United States, or both may move against Japan. If Japan's hands were clear, she might risk it; but Japan, unhappily for her, is bogged in China. Her military and economic condition is lamentable, and growing worse. The two incalculable factors are the United States (the world's greatest democracy) and Russia (the world's greatest Communist State). We are not certain what either will do, in the event of a world war; but we are certain that neither will support the Axis.

The Axis Powers probably have developed their maximum strength in armaments, but the democracies—now under stable governments, supported by a calm, steady and united public opinion—are by no means at their maximum. So they can afford to wait, and see what happens. That seems to be their policy.

BY 1940, the dictators either will have put everything to the hazard, and marched to war; or they will have realised that their military threats, and their present world-wide propaganda attack upon the morale of the democracies, have led nowhere. They then may admit that the only way in which to straighten out international injustices, and remove the iniquities of the Versailles Treaty, and create tolerable world conditions, is a round-table conference. There another attempt will be made, under conditions vastly different from 1919, to create a League of Nations, which may save us from the wide variety of horrors which now threaten us.

The anxiety and distress of these years, when we fear that at any moment a terrible war may break out, have taught the people to study international conditions. In the British Empire to-day an overwhelming majority of people are for "appeasement"—recognising that, in human affairs, it is not equitable that the good things of life, whether money, trade or territory, shall be held indefinitely by the Haves, at the expense of the Have-Nots. If that better understanding leads to better international relations—and already there are some faint signs of it—the Undeclared World War of 1937-40 will have been almost worth while.

THREE EXPEDITIONS

Exploration in Dutch New Guinea

AN expedition under Mr. Leroux has established a base at Etna Bay, Dutch New Guinea, and from there is pushing out into the unexplored regions of the ranges to the west of Nassau Mountains, according to the journal of the Netherlands New Guinea Committee. In addition to mapping and geological work, a botanical and zoological survey will be made in Wissel Lake District.

Consisting of six Dutch scientists, with native assistants, the party has at its disposal two Fokker seaplanes of the Dutch Royal Navy. An escort of native police under a white officer is accompanying it.

Two other Government patrols are also carrying out exploratory work in the North. One party under Police Officer Eechoud, from the newly-established post on the Upper Rouffaer River, is attempt-

Retirement of Mr. S. G. C. Knibbs

Crown Surveyor in B.S.I. for 16 Years

MRS. S. G. C. KNIBBS, F.R.G.S., Commissioner of Lands, Crown Surveyor and Commissioner of Works in the Solomon Islands, arrived in Sydney by the "Malaita" on July 28 on leave, prior to retirement from the Protectorate service.

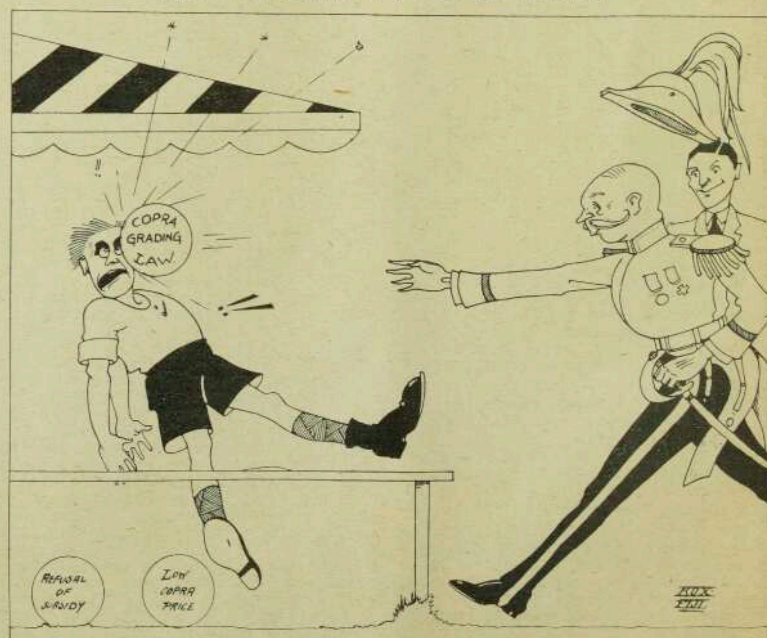
Born in 1886, Stanley Knibbs was educated at Sydney Grammar School and Hawkesbury Agricultural College, before joining the survey staff of the C.S.R. Co., in Fiji, in 1911. Two years later he went to the Solomons as Crown Surveyor, pioneering that service in the Protectorate. He has been an Official Member of the Advisory Council and on occasion has acted as Resident Commissioner. His retirement removes a popular officer.

A son of the late Sir G. H. Knibbs (formerly Commonwealth Statistician) Mr. Knibbs brought to his work an outstanding ability. Apart from contributions to scientific publications, including an account of his experiences in the Journal of the Institute of Surveyors N.S.W. in 1916, his book "The Savage Solomons as They Were and Are" published in 1929 has left a record of an intelligent observation.

Mrs. A. H. Miller, of Wewak, New Guinea, arrived in Sydney by the August "Bulolo" to spend six months' furlough.

ing to reach the Upper Swart River by way of the Iler Valley. The other, led by Police Officer van Krieken, started from a point on the south coast of Geelvink Bay and will follow the Siriwo Valley.

FIJI GOVERNMENT'S "COCONUT-SHY"



Another Smack in the Eye for the Small Copra Planter!

300 BANANAS IN ONE BUNCH



This giant bunch of Tongan bananas measured 4 feet (without curved stalk) and had nearly 300 bananas of various sizes, from 7 in. to 9 in. each. Tonga has a reputation for growing bananas of good shape and size, with a flavour unsurpassed throughout the Pacific.

NEW WHARF AT PAPEETE

Reconstruction of Tahiti Roads

From Our Own Correspondent

PAPEETE, July 12.
AMONG the major public works now being carried out by the Colonial Government of French Oceania, is the construction of a new wharf at Papeete.

The fire which destroyed the copra sheds and much copra on March 22 weakened the structure of the old ferro-concrete wharf.

The new wharf will be constructed of heavily reinforced ferro-cement, and a solid fire-proof warehouse and sheds will take the place of those destroyed by the recent fire. Work is now proceeding, and the new construction will be completed at an early date.

NEW ROADS AND MOTOR CARS

Other public works construction on Tahiti includes re-making and hand surfacing the main road around the island. A long section of this road is now finished. All bridges and culverts along this route are being strengthened or re-constructed to carry heavier traffic.

The number of motor vehicles on Tahiti is rapidly increasing, as the roads are improved. Obsolete models of motor cars are seldom seen about Papeete. The greater number are late 1938 and the latest 1939 models—about evenly divided between French and United States manufacture.

The annual report of W. R. Carpenter and Co. Ltd., issued on August 12, shows a profit of £115,280 for the year ended June 30, 1939, compared with £111,372 last year. Dividend is 10 per cent.; £10,000 is transferred to Contingencies Account, and £2,000 to Superannuation Account; and £63,669 is carried forward.

Becoming a "Garrison Town"

Rapid Changes in Port Moresby

From Our Own Correspondent

PORT MORESBY, Aug. 1.
IT is reported that there is likely to be a substantial increase in the combined defence forces (Navy, Army and Air) in the near future; and these people will add hundreds to our population.

Nearly the whole of the Konedobu section of Port Moresby is to be commandeered for barracks, buildings, hangars, etc.,—excepting, of course, Government buildings. Even the newly-erected A.P.C. village is being considered. Naturally, there would be resentment if the latter were taken, for many new buildings have been built recently at Konedobu.

The golf links, so far, are safe, but it is hard to see how this tract of unoccupied land will remain unmolested, now that land is becoming scarce.

One wonders what will happen when the fear of a Japanese invasion has passed. Will all these war-birds fly away again and leave us in peace? You can imagine what a difference all these newcomers are making to this little town. The whole character of the place will change completely—which some of us think is a pity.

Mr. D. Colley, who is a member of the Resident Commissioner's Office at Tulagi, Solomon Islands, left Sydney on his return by the "Malaika" on August 5.

Five Killed in N.G. Plane Crash

Father Kirschbaum, Noted German Missionary, a Victim

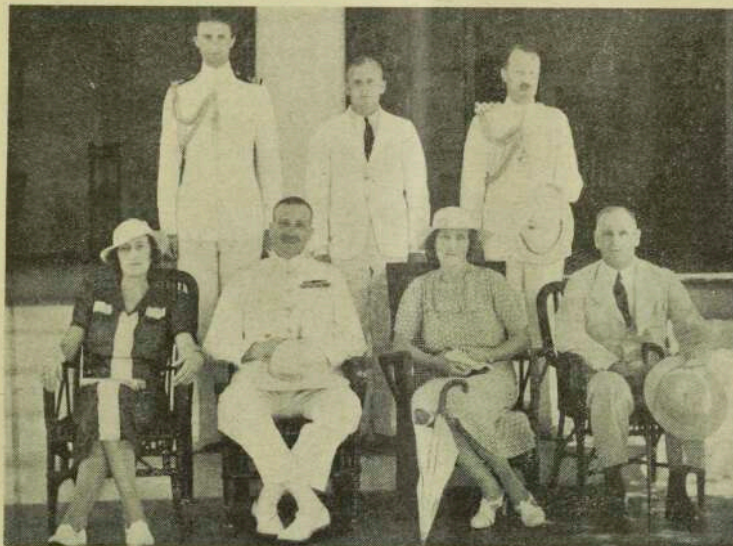
THREE German Mission priests, a pilot, and a native were killed on August 6 when a Fokker aeroplane, recently purchased in Adelaide by the Catholic Mission of the Divine Word, crashed near Sek aerodrome (Alexishafen), New Guinea.

The white men killed were:—Father Joseph Kirschbaum, who had spent 25 years in the Territory; Father Superior J. Weyer, vicar to Bishop Wolf at Alexishafen; Father Otto Bader; and Pilot W. Schaufhausen.

The machine took off perfectly, but failed to clear some trees 200 yards beyond the aerodrome. It was completely wrecked. According to the official report, the Fokker was overloaded by 50 per cent. with freight.

Missionary, anthropologist, explorer and author, Father Kirschbaum was one of the best known men in New Guinea, and his knowledge of the country and natives in the Sepik region was unrivalled. In 1926, on one of his journeys near the headwaters of the Ramu, he found a race of dwarfs living in the mountains. Both in his missionary work and through his first-hand and scientific knowledge of the Territory Father Kirschbaum was of great assistance at various times to the N.G. Administration.

VICE-REGAL TOUR OF CENTRAL PACIFIC



Enthusiastic loyal welcomes by Europeans and colourful, spectacular native ceremonies marked the progress of the tour through Central Pacific by the Governor-General of New Zealand (Viscount Galway) and Viscountess Galway from the beginning of July when they arrived at Rarotonga until August 12 when they left Niue Island on their return to Auckland. On board H.M.S. "Achilles", they visited the main and outlying Islands of the Cook Group, Western Samoa, Pago Pago (American Samoa), Fiji, Tonga and Niue. The above photograph shows the official party at Government House, Apia, Samoa: Seated, left to right,—Mrs. A. C. Turnbull, Lord Galway, Lady Galway, Mr. A. C. Turnbull (Acting Administrator). Standing:—Lieutenant S. R. Le H. Lombard-Hobson, A.D.C., Mr. G. Parkhouse, A.D.C., Captain Lord Dormer, A.D.C.

—Photo: Tattersall's Studio.

NEW JAPANESE THRUST

Ships May Call at Tonga and Fiji

NEGOTIATIONS are near finality for the linking up of Tonga and Fiji with Japan by a new shipping service (says "New Zealand Herald" of July 14).

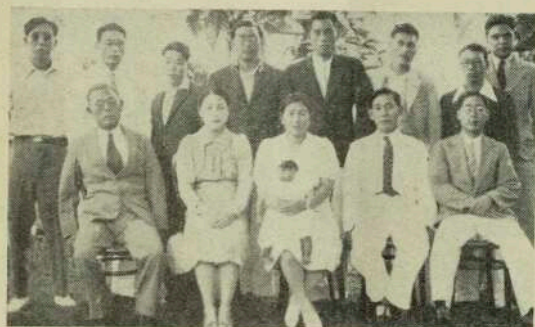
The company concerned is Japanese, with extensive services in various parts of the world. It is expected that the service will be inaugurated at an early date.

An announcement to this effect was made

land and forwarded to the Islands in other vessels.

EDITORIAL NOTE.—Ordinarily, people in the South Seas territories would welcome an announcement like this. Competition is good for trade and assists national development. But it would be outrageous if the New Zealand-Fiji-Tonga authorities permit this kind of commercial invasion, under existing international conditions.

These same Japanese, with insolence and arrogance, and by infamous methods, are trying to drive British trade out of China in particular, and out of the Orient generally. They know, and we know, that



There have been references lately to the growth of Japanese commercial operations in Tonga. This photo. (by Hettig) shows the Nukualofa staff of Banno Brothers, a Japanese firm trading in Tonga and Fiji.

yesterday by Mr. Y. Banno, of Auckland, upon his return by the "Matua" after spending two months in Apia, Nukualofa and Suva. Mr. Banno recently opened a new branch for his firm of importers and exporters at Suva.

The negotiations are being conducted by Mr. Banno, who hopes that the shipping company, which already trades with New Zealand, will incorporate the Islands in the ports of call of its ships. The proposal is that the ships, after calling at New Zealand ports, should proceed to Japan via Tonga and Suva.

General cargo will be brought from Japan for the Islands. Cargo for Japan will consist of timber and trochus shell. A considerable amount of cargo from Japan is at present transhipped at Auckland.

Britain, because she is trying to hold the peace in Europe, has her hands tied for the moment, and cannot spare the forces necessary to give the Asiatics the thrashing they deserve. But, at least, we can use economic force, and we should make them stay at home.

It is an intolerable thing that they should come creeping into Tonga, Fiji and Samoa, under-cutting our traders with their slave-produced goods, while our people in the Far East are being insulted and abused. Who are the real Japanese, anyway—the bowing and smiling gentlemen now seeking favours in Tonga and Fiji, or the arrogant and offensive barbarians who imagine, at the moment, that they are the cocks of the walk in the tortured Chinese cities?

Water Supply Plan for Port Moresby

AS Port Moresby is being rapidly turned into a "garrison town", with a naval and an aerial supply base, it is essential that there be an adequate water supply and it now seems likely that the Federal Government, as part of the money it is spending for defence purposes, will make funds available for bringing in water from the mountains 20 or 30 miles inland—from Laloki, or thereabouts.

A plan to spend from £10,000 to £20,000 on this water supply has been under consideration for years; but now a much bigger supply system is needed, and it is likely that about £60,000 will be spent.

There is need for haste. The defence population of Port Moresby is likely to be substantially increased, and if one of the district's frequent droughts should develop, and water carted from the mountain streams is rationed out, there will be a howl sufficient to blow the Government's hair off.

LINK WITH THE "BOUNTY"

THE death occurred in Sydney early in August of Mrs. Mary Ann Quintal, aged 78, a descendant of Matthew Quintal, one of the mutineers of the "Bounty".

Mrs. Quintal was born at Norfolk Island, a few years after the descendants of the mutineers were removed to N.I. from Pitcairn Island. She came to Sydney from Norfolk about 30 years ago, and at the time of her death resided in Redfern. Mrs. Quintal's husband was Matthew Quintal, a grandson of the mutineer of the same name.

Hon. Gus Nelson, M.L.C., senior unofficial member of the Legislative Council of Papua, arrived in Pt. Moresby from Samarai by the "Bulolo" early in August, to attend the meeting of the Legislative Council, and to receive medical attention. In Moresby he was recommended to go South immediately, however, and he left by the "Bulolo" on August 4 to consult a specialist in Sydney. He was accompanied South by Mr. Robert Bunting, of Samarai.

AMALGAMATION

Committee's Report Will Deal With Numerous Difficulties

THE report of the Federal Committee on Territories Amalgamation (Messrs. F. W. Eggleston, Leonard Murray and H. O. Townsend) was prepared by the Committee in Melbourne, after its return to Australia in July, and is now in the hands of the Territories Minister in Canberra.

It is not known when the nature of the report will be published.

It is known that the report sets forth, and examines in detail, a multiplicity of difficulties which have been presented as standing in the way of amalgamation, and attempts to reconcile those objections with the known desire of a majority of Australian Ministers to introduce some measure of co-ordination of Territories Administration.

A most important contribution to the Committee's data was a lengthy, printed memorandum by Sir Hubert Murray. He examined the amalgamation idea in the light of his own extensive experience in Papua, and he presented the opinions of several eminent British Colonial Administrators who had discussed similar problems. Sir Hubert's conclusions were:—

1. I am entirely opposed to any form of amalgamation, combination, co-ordination, or federation; and to any scheme of a combined Service. I rest my opposition principally upon grounds of finance and administration.

2. I consider that both territories are doing well, and I think that it is wise to leave well alone.

3. If, contrary to my advice, it is decided that we must have some form of amalgamation or combination I am quite willing to help in any way. And I suggest that the first step should be the appointment of a Board of Advice.

If the scope and purpose of Australian interests in the Pacific were to be similar, in the future, to what they have been in the past, Sir Hubert's conclusions would be inescapable. But it is likely that the Australian Government, when considering the Committee's report, will deal also with the following possibilities, probabilities and certainties:—

1. There must be a more definite policy of encouraging European settlement and new industries in New Guinea, involving considerations of finance, native labour, public works, transport, subsidies, etc.

2. Papua and (within the limits of the Mandate) New Guinea must now be regarded as a vital part of the Australian defence organisation.

3. It is essential that the Australian defence organisation be extended to the Solomons and New Hebrides, and this may involve the acceptance by Australia of administrative responsibilities relating thereto.

4. It may not be considered desirable to create another new and separate administrative service for the Northern Territory, which now is receiving increasing attention from Canberra.

It is probable that the appointment of a co-ordinating authority (or, as Sir Hubert calls it, an Advisory Board) will be the first step taken.

Mr. A. Fry, of Wau, New Guinea, arrived in Sydney from the Mandated Territory by the "Bulolo" on August 11.

TRANS-PACIFIC AIR MAILS

Two Services Now Quickly Taking Shape

THE plans of British Imperial Airways and of Pan American Airways to establish regular trans-Pacific air services are coming rapidly into shape.

It is expected that a weekly service—if not a twice-weekly service, both ways—between Sydney and Auckland, will be inaugurated in October; and, if present intentions are carried out, survey flights by British Imperial Airways flying-boats, between Auckland and Suva, will be made in September or October.

The next step will be the commencement of a regular service, linking Sydney and Auckland with North America.

It is not clear yet whether this is to be provided by the British and Americans, in competition; or in co-operation; or whether the service will be left entirely to American enterprise. Present indications favour the latter plan—first, because the British do not appear to have available machines capable of making those trans-Pacific hops, and, secondly, because Pan American Airways do claim to have machines available, and have been very active, since 1935, in pioneering and organising the route. The "China Clipper", in March, 1937, made a test flight from Honolulu to Auckland, via Kingman Reef and Pago Pago; but the next survey flight ended in disaster, on January 11, 1938, when the "Samoa Clipper" was destroyed in an explosion near Samoa.

PAN American Airways, in recent weeks, have laid down air bases at Canton Island (north of Samoa) and at Noumea; and on July 30 they made formal application in Washington to run a regular fortnightly airmail service, with Boeing machines, between Los Angeles-Honolulu-Canton Island - Noumea - Auckland, and stated that they would start the service as soon as official permission was granted. The hops would be:

Los Angeles-Honolulu . . .	2561 miles
Honolulu-Canton Island . .	1913
Canton Island-Noumea . . .	1989
Noumea-Auckland	1124

The New Zealand Government, on July 11, announced that P.A.A. had been given permission (in terms of the agreement between P.A.A. and the N.Z. Government) to change the route from Kingman-Pago Pago to that stated; and it was also said that 'the company had undertaken to make experimental flights to Suva as a port of call should it be found practicable to do so from the technical and operational points of view.'

It was stated that British Imperial Airways also have the right to use the Noumea seaplane base.

IF the foregoing is correct—and it appears to be official—it means that Suva, as well as Noumea, will be linked with Australia, New Zealand, New Caledonia, Honolulu and North America by one, if not both services, and will become an important station on the seaplane routes. At one time, it seemed that Suva would be out of it all.

The new services, also are going to make a great difference to Noumea. Hitherto, although the largest Pacific

SMALLPOX IN TAHITI

Quarantine on Shipping

AN outbreak of smallpox was reported in Tahiti in mid-July, and strict quarantine precautions were imposed on ships which had called there within previous weeks.

The Union steamer "Maunganui" left Auckland early in July, on a Pacific cruise, to include Tongan, Samoan, Cook Islands and Tahitian ports. But on learning by radio of the smallpox outbreak, the captain took his passengers instead to Tongan, Samoan, Fijian and New Caledonian ports.

Islands town south of the equator, Noumea has been isolated, and in a sort of backwater, owing to the inadequacy of its communications. Now, it will take its rightful place, beside Suva, in the South Pacific aviation network.

It may be noted, at this stage, that the establishment of Noumea, as an important trans-Pacific seaplane station, justifies the announcement of the "P.I.M.", made about the middle of 1938, that such a plan had been made. The announcement was greeted then with derision, in Australia and New Zealand—probably because it was taken to mean that the P.A.A. machines would fly from Noumea to Australia (only 700 miles further west) instead of to New Zealand. But P.A.A. have not even yet, received permission to fly from Noumea or Auckland to Australia.

On present indications, it seems that there will be a race between Imperial Airways flying-boat "Aotearoa", from Auckland, and the Pan American Airways Boeing flying-boat "South Seas Clipper", from Canton Island or Noumea, to make the first call at Suva. Whichever is first, the other will not be far behind.

"Shall We Sing It Again?"

When Paama Showed its Loyalty

IN her cruise through the New Hebrides Group H.M.S. "Wellington", with Sir Harry Luke (High Commissioner for the Western Pacific) and Mr. R. D. Blandy (Acting Resident Commissioner) on board, received a right royal welcome from the natives of Paama.

As an expression of loyalty to King George, and as a mark of appreciation of the visit of the warship, the chiefs presented to the High Commissioner two boat-loads of native food-stuffs, including 200 drinking coconuts.

As the vice-regal party marched from the boat-landing to the school-house, which was gaily decorated for the occasion, dense crowds of bewildered native spectators lined the path. Never before had the people seen such a regal display, and there was intense excitement.

The High Commissioner received a loyal address for transmission to King George. It said:

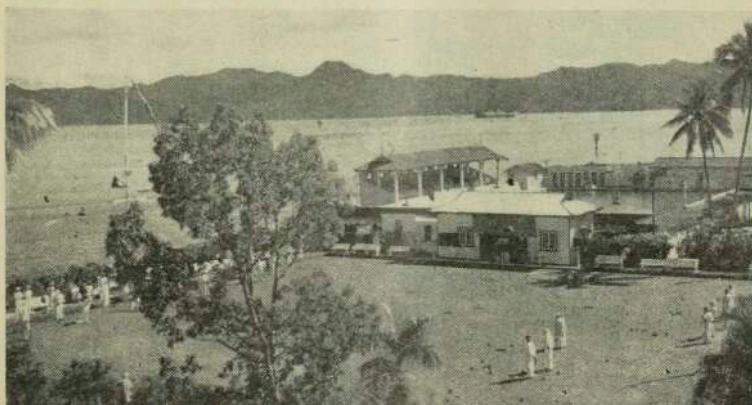
"The people of the New Hebrides, who listened to the address of King George in Winnipeg, Canada, to his subjects throughout the world, are delighted that he thought of them and included them in his greetings."

As the High Commissioner rose to reply, the whole audience sang, in Paamese, "God Save the King".

At this moment, there was a comic interlude which only served to make the display a truly native demonstration. On the conclusion of the National Anthem the choir leader, anxious to impress upon the High Commissioner the loyalty of South Seas natives to the Crown, stepped up to the platform and, in a whisper which every one could hear, asked, "Shall we sing it again?"

The Commissioner was greatly delighted with the reception, including the amusing but well-intended interlude.

SUVA'S ANNUAL BOWLING CARNIVAL

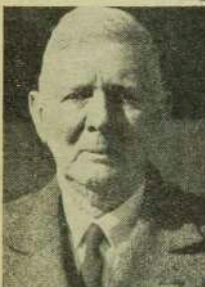


Before a large attendance, the Fiji Governor's Deputy, Hon. Juxon Barton, C.M.G., O.B.E., officially opened the 15th Annual Carnival of the Suva Bowling Club on July 15, in perfect weather. In addition to members of the various Fiji clubs, there were 85 visiting bowlers from New Zealand and Australia. During their stay, they were entertained by Suva bowlers, led by the Club's President, Mr. M. M. Brodie, at a number of successful functions, including a ball at the Grand Pacific Hotel. The above photograph shows a match in play on the Club's well-kept green at Suva.

"MACDHUI" PASSENGERS



Mrs. A. E. Cridland, together with her husband, who has been Resident Magistrate at Cape Nelson for the past 25 years, and their daughter, Desiree, returned to Papua by the July "Macdhui", after furlough in Australia.



Mr. G. E. Aumuller, manager of Burns, Philp and Co., Ltd., at Samarai, Papua, left Sydney by the "Macdhui" on July 29, for Port Moresby, where he will take charge of B.P.'s branch during the absence on long furlough of Mr. G. F. A. Moore.



Miss Gwen Hides, sister of the late Mr. Jack Hides, departed from Sydney for Papua by the "Macdhui" at the end of July to take up a position with Steamships Trading Co. at Samarai.

Mr. and Mrs. N. Macdearmid arrived in Sydney by the "Bulolo" on August 11. He is an employee of Bulolo Gold Dredging Ltd., at Bulolo, New Guinea.

Mrs. Keith Miller, of Maprik, New Guinea, arrived in Sydney by the "Bulolo" on August 11, on six months' holiday. Her husband is in the Administration Service.

Look On The Front of Your Wrapper!

The figures stamped there (if any) show the date when your subscription expires. This date will appear on wrappers of three issues preceding expiration, thereby giving 3 months' notice. If, at the end of that time, we have not been instructed to continue to send the journal to you, it will be discontinued. Your subscription (8/- per annum, or 10/- in the case of countries outside the British Empire—which includes postage) may be sent direct, or may be paid to any of our agents.

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Move To Impeach Minister

Coming Fireworks in Tonga

From Our Own Correspondent

NUKUALOFA, July 4.

JUST now, there is marked tension in the official and political atmosphere in Tonga.

Developments since the Treasury fiasco, when it was accidentally found that a young Tongan Government clerk, Uliti Balu, had been filching Government funds systematically over a period of four years, indicate that conflicting political forces are interrupting the wonted smooth operation of the machine of Government.

The Privy Council, which is supposed to consider the Estimates for the immediate financial year prior to introduction in Parliament, has ceased to function since last March. It is some time, too, since the last meeting of the Cabinet was held; and Parliament, which generally commences to sit during June, has not yet been summoned.

Apart from general inconvenience, the non-operation of the functions of the Privy Council has drawn attention to the extraordinary delay in giving a decision on an appeal from the Land Court in a dispute over the Noble title "Niukabu".

The case was decided in 1937 by the previous Chief Justice, Mr. R. Hyne, who gave judgment in favour of the defendant. But Privy Council, which included the present Chief Justice, Mr. W. H. Stuart, reversed this decision in 1938, on an appeal by the claimant. Early in 1939, the defendant, represented by a New Zealand lawyer, Mr. A. G. Lowe, who is secretary and also legal adviser to the Tongan Government, lodged a counter-appeal against Privy Council's decision, on the ground that there had been some technical error in the passing of the law, which empowered Privy Council to permit, in the first instance, the claimant to make his claim, although he was debarred by the 10 years' limitation of action as set out in the land law.

As the case is in the nature of a test case, and its result will materially affect the positions of some of the Nobles in the land, the delay in the decision of Privy Council is causing concern and anxiety.

It is predicted that the coming session of Parliament will be full of "fireworks". One of the Parliamentary representatives, J. Mataele, has formally served notice of impeachment on the Minister for Finance, Mr. W. G. Bagnall, of alleged maladministration, incompetency and breach of certain laws and civil service regulations.

This is the culmination of serious public criticisms directed against the Minister, as a result of the theft of Treasury funds by Uliti.

These charges may cause a political upheaval, because the Minister counts as friends some of the highest and most influential persons in political circles, in which he, himself, enjoys a strong and influential position—a position never attained by any European in the Tongan Government service, since the deportation from Tonga of the notorious

FAMOUS TAHITI CLUB

In a New Home

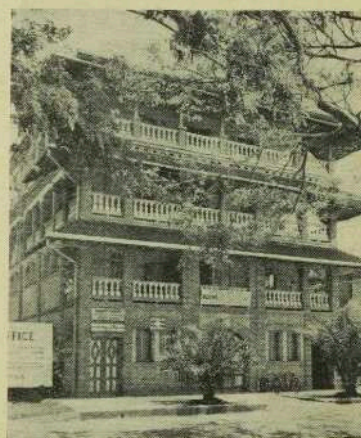
From Our Own Correspondent

PAPEETE, July 10.

ON June 2, the Cercle Bougainville of Papeete, gave a house-warming reception at its new quarters in the D. A. Stuart Hotel building, under the presidency-of-honour of the Governor.

During 45 years the Cercle Bougainville has been one of the chief centres of social life in the Colony. It was founded June 30, 1894. Its 88 founders comprised the representative and substantial men of Tahiti at that period, and the club has adhered to that standard throughout its history. The foundation officers were M. Goupil (president), M. Walker (vice-president), M. Danielou (secretary-treasurer) and M. M. Jardonnet and Gooding (Commissaires).

The first club rooms were in a building owned by M. Allier which has now become the property of Messrs. Chin Lee



The new modern quarters of the Cercle Bougainville Club at Papeete.

Sang. Later, the club occupied rooms in the Goupil Building, adjoining the Hotel Diademe. When the Cercle Bougainville moved to the Leboucher Building on the harbour front, it remained in those quarters for many years. During recent years the club has been located in the Amedet Building.

In its handsome new apartments in the Stuart Hotel, the Cercle Bougainville has an ideal location, overlooking the harbour, with a clear view of the island of Moorea, in the west.

Of the 88 charter members, nine only survive. But the Cercle has added steadily to its membership, until there are now 258 on its roster. The present officers are M. Gillet (president), M. Stein (vice-president), M. Bredin (secretary-treasurer) and M.M. Adams, Pambrun, Haereraaroa and Varney (Commissaires).

Mr. Lionel Hartley was killed at Day Dawn mine, Edie Creek, New Guinea, early in July, by a fall of earth.

Rev. S. W. Baker by the High Commissioner for the Western Pacific, Sir John Thurston, in 1890.

(See article "Sensational Judgment in Tongan Embezzlement Case", Page 23).

NO SUPPORT FROM "UTOPIANS"

Marquesas Colony Project Abandoned

MR. FRED. BRIGGS, who was the prime mover in a scheme to found an "Ideal Colony" on Nukuhiva, Marquesas Group, Fr. Oceania, paid a visit to the "P.I.M." office on August 8 to inform us that he has dissociated himself from the movement. The plan has now been abandoned, as he received no active help from would-be "Utopians".

Mr. Briggs and his young wife have just purchased an island off the Queensland coast and this will act as a base for the wanderings through the Pacific which they hope to make in their yacht "Con-nella". Later they will settle down on their newly-acquired property.

(See article entitled "Pacific Arcadia" on page 22 of this issue, printed before Mr. Briggs informed us of the abandonment of the Marquesas scheme).

Pat Middenway, young son of Captain Middenway, late District Officer in the Solomon Islands, is making a name for himself in Australia as a first-class athlete. At the end of July, he won the North Sydney Intermediate High School's 100 yds. and 220 yds. junior championships and gained second place in the high jump, thus collecting sufficient points to carry off the School Junior Silver Cup. He already holds the 1939 State swimming championship for lads of 13.

MINING IN DUTCH NEW GUINEA

Gold Co.'s Seaplane Wrecked

ONE of the seaplanes of the gold exploration company, Mijnbouw Maatschappij Nieuw Guinea (New Guinea Mining Co.) was wrecked recently when making a landing on Lake Sentani, Dutch New Guinea. Fortunately, surveying in the neighborhood of the Bernhard Camp had been practically completed. The Co. is now preparing to make an investigation of a new area in the northern portion of the Territory.

Deep drilling by the Netherlands New Guinea Oil Company is still proceeding at Wasian (commenced in February) and at Sele (commenced in May). The Co. has finished its air survey, but geological and geophysical surveying is continuing.

NEW BISHOP OF N. HEBRIDES

THE appointment has been announced of Rev. Father Jules Halbert, of Kone, New Caledonia, to be Catholic Bishop of the New Hebrides in place of Monseigneur Doucere, who died at Vila in May.

Monseigneur Pierre Marie Jules Halbert was born at Landreau, France, in 1886, and studied theology at Nantes. He was ordained a priest in 1911 from the College of Marist Fathers in Luxembourg. In the same year, he arrived in New Caledonia and took up missionary service at Kone, where he has carried out faithful and devoted work ever since. In 1935, he visited Australia to attend a conference of Oceania Marist Fathers, as representative of the missionaries of New Caledonia.

MISSIONARY DOCTOR FOR B.S.I.



DR. J. D. THOMSON, formerly of the Southland Hospital, Invercargill, N.Z., has taken up his duties as superintendent of the Melanesian Mission's Hospital at Fauabu, Malaita. Prior to leaving N.Z., Dr. Thomson was married in Dunedin to Sister E. Kirk, of the Southland Hospital's staff, who has accompanied him to the Solomon Islands. Dr. Thomson has succeeded Dr. Clifford James, who, owing to family reasons, will now reside in New Zealand.—Photo by May Moore, Sydney.

The Esthonian yacht "Ahto", after a voyage across the Pacific from U.S.A., ran on a reef near Thursday Island on August 4. She was refloated after discharging ballast and later reached T.I. apparently undamaged.

WESTERN SAMOA'S NEW VOLUNTEER DEFENCE FORCE



The first detachment of the newly-organised Samoan Volunteer Defence Corps (Territorials) at Apia. The force, about 70 young men between the ages of 18 and 25, is now under the command of Captain E. T. Pleasants, seconded from

the Wellington West Coast Regiment (N.Z.), who has succeeded Captain T. V. Fitzpatrick.

A correspondent writing from Samoa says that there is also a Reserve Force of elder men in addition to the Territor-

ials. He adds that this reserve unit will shortly be called up to undergo three months' intensive training. The men will be fitted with uniforms and equipped with machine guns, Lewis guns, and "beetle-crushers".

SAMPAN CAPTURED IN B.S.I.

Japanese Fined £30 and Shell
Confiscated

From Our Own Correspondent

TULAGI, July 20.
A JAPANESE sampan was captured in the Solomon Islands by the Government vessel "Tulagi" at the beginning of the month.

The sampan was first reported at Marau Sound, but was eventually surprised and taken at Nura, a small island off the Malaita coast. The Japanese captain could not start his engines and, seeing a machine gun on the "Tulagi", surrendered.

Three charges were brought against the sampan's master. A fine of £10 was inflicted in each case and the shell found on board was confiscated.

TRADER'S BRUSH WITH JAP. POACHER

WRITING to a friend in Sydney by the last mail, a resident of the Southern Solomon Islands tells of a recent encounter with a Japanese poacher when he came upon the vessel with its divers out working along the shore reef off Tanni Billi village in the lagoon of Utupua Island, near Vanikoro.

The poacher slipped away quickly but was cornered in the lagoon and had to go back past the trader's schooner. Disregarding shouts and signals to halt, the Japanese rammed the other ship, smashing her bowsprit. Incensed, the white man fired eight rounds at the raider from a Webley, but without effect. The poacher made off, leaving behind a 20 ft. diving boat which had been cut loose when the ships collided.

The trader described the Japanese vessel as "a fairly new ship of about 40 tons,



An attractive group of Tonga residents, at the garden party given by the British Consul at Nukualofa, in honour of the King's Birthday. Left to right: Mrs. G. Goodacre, Mrs. Tate, Mrs. H. E. Brown (wife of Dr. Brown, C.M.O.), Miss R. Cocker, Mrs. A. G. Lowe, Mr. G. Goodacre, Miss I. Cocker, Mrs. R. G. M. Denny.

—Photo: Hettig.

painted grey, and with a slow running engine, probably semi-diesel". He added that several other Japanese poaching boats have been seen recently in the vicinity of Vanikoro and Santa Cruz. On one occasion the D.O. gave chase but was soon left behind as his quarry did nine or ten knots.

Miss Margaret Parkin, who since 1894 had been associated with the Kwato Mission, died recently in Eastern Papua, at the age of 73. In addition to being an accomplished musician she was a remarkably keen business woman and something of an authority on coconuts and their diseases.

Better Homes for Indian Sugar-Workers in Fiji

OCCASIONALLY, from casual visitors to Fiji, one hears criticism of the conditions under which Indians are employed by the Colonial Sugar Refining Co. Here is the other side of the picture.

Sir Maynard Hedstrom, on his return from a visit to the North-Western districts, informed the "Fiji Times" that he was very much impressed with the fine start which has been made by the C.S.R. Co., Ltd., in providing better homes for their Indian workmen.

The old so-called "lines" have been the subject of much adverse comment during the past half-century, but there will in the future be no cause for complaint on that account.

Model workmen's villages are being formed at all the mill centres. There are attractive new barracks for single men, whilst for married couples neat cottages are being built. They have all necessary conveniences, and sufficient land is provided for gardens, etc. Within half a mile of Lautoka township, there is one block of 50 cottages and others are being built at all the sugar centres as well as at the pineapple estate, sufficient to accommodate all the workmen, their wives and families.

There is great building activity everywhere, getting the new dwellings ready for their occupants, and when the whole plan is completed the employees of the C.S.R. Co. will be as well catered for in every respect, as even the Hawaiian labourers.

Mr. F. A. Rhodes sailed from Sydney for Guadalcanal, B.S.I., by the last "Malaita" to take charge of Lavaro Plantation for Burns Philp (S.S.) Co., Ltd. Mr. Rhodes, who has been in Sydney recovering from ill-health, was previously in charge of Fatura Plantation on Yasabel Island.



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TROPICALITIES

PASSENGERS from New Guinea were filing slowly past a Customs official in a Queensland port, and were being subjected to the ruthless third-degree operation that seems now inseparable from the conditions of these modern and enlightened days.

"Ray Parer", said the official, reading from a document, "Are you going to Australia on business?"

"Yes", said the quiet man from Morobe.

The official ran his eye over the traveller. He did not seem to like him much. Ray is no sartorial model. Perhaps he lost the knack of exquisite dressing during his world-famous flight with McIntosh, when they lived for weeks in shorts and singlet—that is, when they were not inhabiting various hospitals between Bagdad and Darwin, dressed mostly in bandages.

The official had another look at Ray's papers. "Oh", he said, "are you a pilot?"

"Yes", said Ray, humbly, and was allowed to pass.

Sic transit gloria mundi.

THE Canute incident of long ago was almost re-enacted the other evening, in reverse (writes "Kulau", Rabaul).

Preparations were made for launching a dredge-punt, put together by the local Public Works Department, to remove some of the mud in the harbour, accumulated from the 1937 upheaval.

Well-greased ways allowed the punt to slide gracefully away from the chocks, under the careful view of important Government officials. But Time and Tide cannot be rushed. At the bottom of the slip-way the punt pulled up sharply in the mud, and could not "take" the water—for there was no water there to take.

IN the July issue, we jeered at the confident announcement of daily newspapers that the construction of two 25,000-tonners for the Canadian-Australasian trans-Pacific run was to be commenced forthwith. We said that the statement had been made so often, and so often withdrawn, that Pacific residents would not believe it until they actually saw the 25,000-tonners.

On July 25, the daily newspapers expressed "the keen disappointment of all interests concerned" at the announcement that the building of the two liners "had again been postponed".

It would not surprise this commentator if it develops, eventually, that these new British liners are not built at all, or are built as part of a definite understanding between British and American interests for sharing the trans-Pacific traffic. If the United States eventually line up with Britain in maintaining the status quo in the Pacific, then the United States will demand a price; and the British shipping combine (which periodically cries out for Governmental subsidies for British shipping in the Pacific) may as well accept the position.

Residents of the South Seas naturally would prefer to see their shipping services under their own Red Ensign. But if the acceptance of American shipping means that British Pacific territories can depend upon Anglo-American protection against Japan, then the British people will not worry.

Canada, while loyally flying the Union Jack, has settled herself very comfortably under United States protection. We could name a dozen British communities, down here south of the Equator, which wouldn't mind doing the same.

IT will be remembered that, under the heading of "The Venom of Mr. Keegan", we reprinted some extracts from an "interview" which a Sydney newspaper published, in which a gentleman named Keegan was permitted to make very slighting references to persons and institutions in Eastern Papua. We showed that Mr. Keegan actually was a gentleman who had been convicted of gold-stealing at Misima, and had left the Territory in a hurry. Here is a sequel. On July 15, the manager of the "Daily Telegraph", Sydney, sent the following letter to Mr. Robert Cunningham, of Tucker Street, North Sydney:

"In the issue of the 'Daily Telegraph' of April 18, we published a paragraph, in all good faith, from information furnished to us by a passenger who arrived in Sydney by the Bulolo the previous day.

"In this article it was stated that the boatswain cuffed a native 'boy' for mishandling a passenger's luggage, and that the boatswain was fined £5 for doing so.

"We have since learnt that you were the boatswain of the Bulolo and that you were not concerned in any such incident, either on the voyage in question, or on any other voyage on the Bulolo or any other vessel.

"Furthermore, we have learnt that you have been employed by Burns, Philp & Co., Ltd., as a boatswain for the past five years, and that your record with the company is unblemished. We feel assured that you have never been concerned in any such incident as that referred to in the paragraph complained of.

"We wish to apologise for the mistake which occurred in our publication, and to express our regret for any inconvenience you may have suffered thereby."

TWO passengers from the "Macdhui" (Mr. Young, Sargood Gardiner's well-known representative, and Mr. Bown, of Cuthbert's Misima goldmine) got into

a taxi in Brisbane on July 31, said "Macdhui, New Farm" to the driver, and settled down in amiable conversation.

In due course, the cab stopped. The passengers knew that this was no wharf, and sat still. The driver, quietly cursing these fussy people, got reluctantly out of his seat. With one hand he opened the door; with the other he indicated a large and beautiful residence, before which he had stopped.

The passengers were surprised. "What's the idea?" said Mr. Young. "This isn't a wharf."

"Wharf?" said the driver. "What wharf?"

"Dalgety's wharf at New Farm", chorussed the passengers. "Where the Macdhui is."

The driver slammed the door and climbed back into his seat. There was evidence that he was a bad-tempered and profane man.

"Gorstruth", he declaimed. "I thought you said 'Duhig'—I must be gettin' old."

The travellers had been taken to the residence of His Grace Archbishop Duhig, which graces the heights of New Farm.

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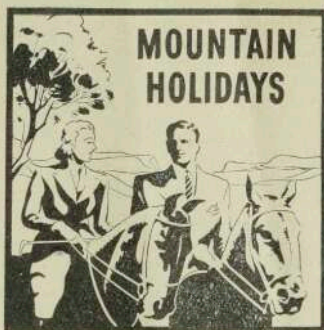
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DISEASES AND AEROPLANES

A Warning From South America

THAT malarial fevers and other diseases propagated by insect hosts can be transported to distant countries by airplanes, is certified by Mr. Raymond B. Fosdick, president of the Rockefeller Foundation, in his review of the Foundation's work for 1938, reported in a recent issue of "Time".

"Anopheles Gambiae is the most dangerous member of a dangerous family: the malaria mosquitoes.

"The native home of the Gambiae is Central Africa, but about nine years ago they crossed the Atlantic, presumably in a French aeroplane which flew from Dakar in West Africa, to Natal in Brazil.

"They were spotted by Dr. R. C. Shannon, a member of the Foundation's staff. Within a year they had flown with the prevailing winds 115 miles up the coast.

"Last year, in the Jaguaribe River Valley of Eastern Brazil, the Gambiae spread more than 50,000 cases of malaria. In certain districts, the mortality rate was as high as 10 per cent. After leaving 90 per cent. of the Jaguaribeans feeble and impoverished, the Gambiae continued their flight.

"If the mosquitoes should reach the well-watered Parnahyba and San Francisco River Valleys", wrote Dr. Fosdick, "it would be impossible to prevent their spread to a large part of South, Central and perhaps even North America."

This report should serve as a warning to the medical and health departments of Island colonies served, or about to be

served, by airplane lines, that rigid inspection and fumigation of airplanes should be undertaken before it is too late.
—A.C.R.

GERMANY TO THE PACIFIC IN AN 18ft. CANOE

From Our Own Correspondent

PORT MORESBY, Aug. 1.

HERR OSKAR SPECK, a young German canoeist, reached Samarai, Papua, early last month. He left for Port Moresby, but has been delayed at Fife Bay with malarial fever. From Papua, he will cross to T.I. and then travel down the Australian coast to his destination, Brisbane.

The 18 ft. Kayak canoe is his fifth since leaving Germany seven years ago, and it carries the Australian flag at the bow and the Swastika aft. Speck uses a small sail or paddles if there is no wind, working the rudder with his feet. He lives mostly on eggs while at sea.

AMERICA'S NEW PACIFIC ISLANDS

From Our Own Correspondent

HONOLULU, July 21.

AT the U.S. Navy's request, the American Government has extended the jurisdiction of the Courts of Hawaii to include the now important American occupied islands of Midway, Wake, Johnston, Jarvis, Baker, Howland, Canton, Jure, Enderbury and Kingman's Reef, including the waters adjacent to them.

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ABOUT ISLANDS PEOPLE

Mr. R. W. Robson, F.R.G.S., editor and proprietor of the "Pacific Islands Monthly" left Sydney by the "Macdhui" on July 29, on a visit to the Territories of Papua and New Guinea.

Monsieur Barthes, formerly Chief Inspector of the Colonial Ministry, arrived in Australia from France by air on July 29 on his way to New Caledonia to assume the Governorship, replacing **Monsieur Jore**. He left for Noumea by the "Notou" on August 1.

Mr. D. G. Kennedy, who for 13 years has been Administrative Officer in the Gilbert and Ellice Islands, arrived in Sydney from England by the "Narkunda" on August 3. He has been attending a special course of study at Oxford University, with a Carnegie Fellowship.

Mr. G. Tønning, who was for 19 years in the service of the Colonial Sugar Refining Co., as mate of the old "Fiona" and the "Rona", died in Australia at the end of July. He retired from the sea in 1928.

M. Raoul Dupuis, of the New Caledonian newspaper "La France Austral", died on August 2 at Noumea.



MISS MARGARET CARRUTHERS, attractive daughter of Mr. I. H. Carruthers, one of the best known business men in Western Samoa, has settled in Sydney. Miss Carruthers, who was educated in New Zealand, has served in several Government departments, both in New Zealand and in her native Samoa. Elected a member of the Pacific Islands Club in Sydney, she has assisted in the entertainment at several Club functions since her arrival.

—Photo: May Moore, Sydney.

Mr. W. C. Foskett, who was for many years connected with Islands trading interests in Sydney before retiring recently, will sail by the "Bulolo" on August 19 to make a tour of Papua and New Guinea.

Mr. James Leahy, well-known New Guinea mining man, married Miss Joan White, only daughter of Mr. and Mrs. Norman White, of Upper Watut, on July 29. The honeymoon is being spent in the East and thence to America, returning to the Mandated Territory at the end of the year.

Mr. E. J. Gough, manager of the Islands firm of C. Sullivan, Ltd., recently re-

turned to Sydney from an extensive business trip to the British Solomon Islands, New Guinea and Papua. He is well-known throughout the Pacific having visited most of the groups during the past 16 years and his cheerful manner and personality have won him a host of friends.



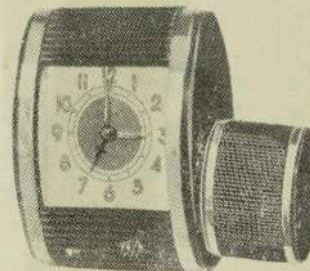
Miss Gwen Hides, sister of the late Mr. Jack Hides and a member of the family well-known in Papua, who has been appointed to the Samarai staff of Steamships Trading Co., left Sydney by the "Macdhui" on July 29. During the last 11 years Miss Hides has been on the staff of the Mutual Life and Citizens Assurance Co., Sydney, and upon her departure her personal popularity was made evident at a large gathering of the staff, where she was given a number of valuable presents, and the most cordial good wishes for her future success and happiness. Miss Hides is a young woman of attractive personality, who will be an acquisition to the Samarai community in Eastern Papua. (Photograph on page 6.)

Miss L. M. Jones sailed from Sydney for Roviana, B.S.I., by the "Malaita" on August 5. Miss Jones, who has been working for the Methodist Mission for the past 15 years, had been on seven months' furlough in New Zealand.

Mr. Scoresby Routledge, prominent British explorer and ethnologist, died in London on July 31, aged 80. He conducted several research cruises in the Pacific—on one, lasting three years, his yacht covered 100,000 miles under sail.

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JAPAN'S CONTACT WITH HAWAII

How U.S.A. Intelligence Service Watches Activities of Japanese Tankers

BY JOHN WILLIAMS

HONOLULU, July 15.

JAPAN is storing enormous reserves of oil—and using her oil-import machine as an intelligence and propaganda network. Her main oil supplies come from Mexico, California and the Dutch East Indies.

In 1938, Japan's imports of oil from California exceeded 1,260,000,000 gallons. This year's California imports will be much heavier. The profits from this Californian industry go into private pockets.

In March, 1938, Japanese private interests contracted with Mexico for 500,000,000 gallons of crude oil annually. At the same time, Japan agreed to build a huge pipeline across Mexico's "waist-line", from Minatitlan to Salina Cruz. This will save the Japanese tankers the costly and longer trip through the Panama canal, and, incidentally, give Mexico a fine Pacific oil outlet.

British interests agreed to construct

the pipeline. Meanwhile, Germany concentrated upon buying Mexican oil, and Japan officially agreed to withdraw from the Mexican market in Germany's favor, and concentrate her buying in California, for 1939.

WHERE THE TANKERS GO

JAPAN imports the oil in private and navy tankers, which go into the strategic places in which Japan deeply is interested.

The tanker route to the Dutch East Indies gives the crews, all Japanese navy and reserve members, experience in setting courses along the coasts of the very

On May 22 the Japanese trawler, "No. 2 Hutwatshi Maru", was found aground and abandoned on a reef 20 miles east of Midway Island, north-west of Hawaii, by U.S. navy scouts.

Registered in Japan, this long-range trawler was in a position headed due south and her bottom was badly stove in, indicating she went on at cruising speed. A deskpad aboard was found torn off at March 15, 1939.

There was no sign of life. The two lifeboats were gone and their launching ropes were dangling in the wind. None of the U.S. navy radio outposts heard S.O.S. calls at any time. If the crew of 20 men did not perish, it is assumed that a Japanese vessel came to the rescue from the Japanese mandated islands, only 1,500 miles distant.

The wreck lies in an area reserved by the U.S. navy because, using Midway as the main outpost, America in this vicinity is developing major submarine, minecraft and air facilities. The Japanese evidently were doing some snooping.

places which some day Japan has planned to seize. (Read the Tanaka Memorial, the "Mein Kampf" of Japan.) Regularly they visit the Philippines, British and Dutch Borneo, the Celebes, and so on. Closer and closer to Australia's sphere of influence, conforming religiously to the South Seas policy laid down five years ago by the mailed fist of Japan's navy.

There are four Japanese navy tankers employed in the Japan-California oil trade and U. S. authorities keep them under constant surveillance, and have obtained a very clear picture of what the tankers—and their crews!—do.

CONTACTS IN HAWAII

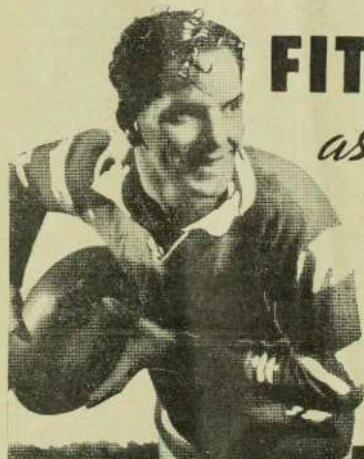
THE tankers travel from Japan to California non-stop, and there they leisurely cruise in Californian waters, making well-planned calls upon the California Japanese communities. But when the tankers are loaded they do not return to Japan non-stop, as they could,

THE PACIFIC ISLANDS CLUB

Visitors from the Islands to Sydney (or those interested in Islands affairs), are advised to communicate with the honorary secretary of the above Club, which has been formed to study the history, traditions, economies, and political developments of the Pacific Islands.

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and as commercial tankers do, but they call in and fraternise for some days, every voyage, with the 150,000 Japanese in Hawaii.

The Japanese communities excel themselves in entertaining their national heroes. The officers and men visit the Japanese schools, hospitals and societies in the various American ports and, in Japanese, put over their smooth militaristic propaganda.

This is what Captain Takeda told the "Nippu Jiji", the Honolulu Japanese daily, on December 5, 1938:

"The patriotic spirit behind the front is being most satisfactorily displayed in this current incident (the China war), but the patriotic spirit of the Japanese residents abroad, as displayed by their continued donations to the national defence fund and the war relief fund, in particular, far surpasses that of the Japanese at home. Furthermore, I came in actual contact with this patriotic spirit on my recent visit to Los Angeles. I wish that you would make public through your paper that the Japanese Government authorities are thankful from the bottom of their hearts...."

"The measured tread with which Japan has walked for three thousand years is now making epochal progress. I believe the time is not far when Japan's spirit, the way of the Emperor, will lead the nations with materialistic civilisation, which has reached its extremity. It is hoped that you, who are living abroad, will march in step with this epochal progress of our country and work all the harder toward prosperity. We should consider it very fortunate that we have been born as Japanese...."

The tankers normally remain in Hawaii for four days, the excuse being provisioning, etc.

Actually, what little provisioning is done does not take long, but what does take time is the scrupulous contacting of the entire Japanese community by the tanker complement. Hawaii is an important Japanese outpost, and the tankers, by their regular calls at Hawaii, keep the lines of communication between the spirit of the Emperor, Son of Heaven, and

his humble Hawaii subjects, ticking over very efficiently.

Of course, Hawaii happens to be an important American defence outpost, too. In Hawaii, there is a greater massing of naval, army and aerial defence might than anywhere else under the Stars and Stripes. Naturally, Japan is very interested in what goes on here.

TWO Japanese training ships, the "Nippon Maru" and the "Shintoku Maru", also visit Hawaii. The "Shintoku" was at Hilo from September 11 to 18, 1938, and she carried away the following donations to the Emperor's cause from the Hilo loyalists:

3,400 second hand motor car tyres; 100 tons of metal junk (mostly copper and aluminium); 3,800 comfort bags for soldiers each costing about 5/-; and 6,500 dollars in cash which had been taken at three Japanese amateur shows ashore.

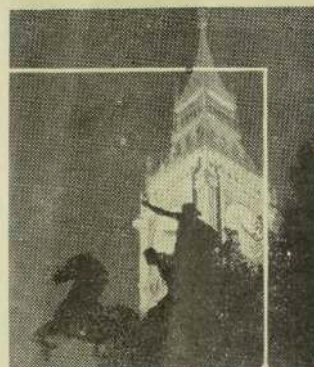
In return the "Shintoku" crew "barnstormed" the island of Hawaii, of which Hilo is the capital, and methodically gave 21 lectures about the supremacy of Japan, the Japanese spirit, etc.

While these Japanese vessels lie in port, there is a systematic programme of visits to the ships by the Japanese ashore. Japanese movies are screened on deck and the films are carefully chosen. There is no U.S. customs guard at the wharf, so the visitors take ashore armfuls of printed Japanese propaganda.

Lately, in Honolulu, there has been a definite release of the pornographic postcards and home movie-films with which Japan is flooding the Orient. This new all-time low in low morals, from a self-styled high moral nation, shows terrible obscenity between white women (exclusively) and coloured men. It is part of the Japanese campaign to belittle the white man in Asia.

While the Japanese vessels are at sea, the Japanese in Hawaii do not lose contact with what they call The Fatherland. Apart from an efficient and well-conducted daily newspaper system and wireless broadcasts in Japanese several times daily over U.S. owned networks (anything to make dollars!), there are some 300

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amateur transmitting and receiving wireless stations in Hawaii—and more than half are owned and operated by Japanese.

This wireless outpost in Hawaii makes a fine central unit through which all the far-flung Japanese Pacific interests may keep contact. Of course, the U.S. intelligence forces keep a close watch on most of this, but the Japanese give the decoders headaches by using unusual Japanese alphabets, etc.

The American defence machine means business. In June, President Roosevelt personally ordered severe penalties against aliens caught interesting themselves too much in Pearl Harbour, key of the Hawaii defence scheme.

And in June naval orders banned the berthing of foreign ships in Los Angeles harbour, where such ships might interfere with the activities of the U.S. fleet. At the publication of this order, it was stated that "a Japanese naval tanker and the Japanese motorship 'Aktura Maru' recently were ordered away from anchorages near naval vessels".

C.S.R. MANAGER VISITS FIJI



SIR PHILIP GOLDFINCH, general manager and a director of the Colonial Sugar Refining Company, Ltd., Sydney, arrived in Suva, Fiji, by the "Mariposa" on July 27 to make a tour of inspection of the company's interests on Viti Levu, and Vanua Levu. He will return to Australia early in September.

Mr. and Mrs. A. Creswick, and their two children, arrived in Sydney from Rabaul, by the "Bulolo" on August 11. Mr. Creswick, who is connected with the N.G. Administration, is on six months' furlough.

Nurse E. Cunnold, who recently joined the staff of the Melanesian Mission, left Sydney by the "Malaita" on August 5, for Fiu, Malaita Island, B.S.I. Later, she will be transferred to New Britain.

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MOTOR LORRY ACCIDENT IN TONGA

How a motor lorry at Nukualofa finished up recently, after a fast-driving Tongan had skidded from the road and shot into a clump of trees. Fortunately, no one was injured when it overturned. The vehicle is owned by Mr. B. Leger, of Nukualofa.

—Photo: Hettig.



N. GUINEA LABOUR SHORTAGE

Conference With Administrator

From Our Own Correspondent

RABAU, July 21.
ON July 13, an informal meeting of Government officials and employers of native labourers was held in Rabaul, when the Administrator (Sir Walter McNicoll) presided.

For some time, there has been a certain amount of discontent among employers, owing to difficulty in obtaining sufficient labour supplies, and this conference was to "get together" and ascertain the attitude of the Administration.

The matter of closing certain areas against recruiting was discussed at some length, and it was pointed out by the Administrator that such a step was taken purely in the interests of the natives themselves. The importation of coolie labour was considered. The meeting discussed a system of recruiting under Government supervision—in short, the establishment of what practically would be a Government-controlled labour bureau.

Finally, it was decided that the formation of a committee to investigate the whole position was desirable; and, probably, in the near future, some step of this nature will be taken.

CRITICISM OF FIJI'S NEW CONSTITUTION

THE constitutional changes made in Fiji three years ago, under which elected legislative and municipal bodies were abolished, and bodies almost wholly nominative substituted—the result of Indian agitation for "the common roll"—were criticised lately in a speech made at Levuka by Mr. H. B. Gibson, a member of the Legislative Council.

He said that there was a general feeling that it was a bad thing that people who contributed in scarcely any way whatsoever to the revenue of the Colony should have such tremendous power over the spending of the public funds, whilst those who contributed that money had practically no say at all.

Mr. Gibson gave examples of the various ways in which members could influence, and had influenced the Secretary of State, though defeated in Council. He urged his hearers that if ever they were given the opportunity of again signifying whether they favored the doctrine of election or nomination in the Legislative

Council or a return of the old elected Municipal Councils, they should leave no doubt as to the unity of their opinion.

Captain V. Rohrlach, master of the Lutheran Mission's motor vessel "Bayaria", returned to Finschhafen, New Guinea, in July after spending furlough abroad.

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Mr. Jacques Mouren, of Noumea, will shortly marry Miss Kazuko Kitazawa, daughter of Mrs. Kitazawa, who is described as New Caledonia's "Iron Queen", according to a cable message from Tokyo published in Australian newspapers on August 2.

Mr. Norman Fisher, Government geologist in New Guinea, returned to Wau early in July, with Mrs. Fisher. They have been for some time in Java, where Mr. Fisher has been obtaining information on vulcanological matters.

Mr. Archibald Robert Green married Miss Jessie Washington, daughter of Mr. and Mrs. H. J. Washington, Kabaira Plantation, New Guinea, on July 28, at the Rabaul Methodist Church.



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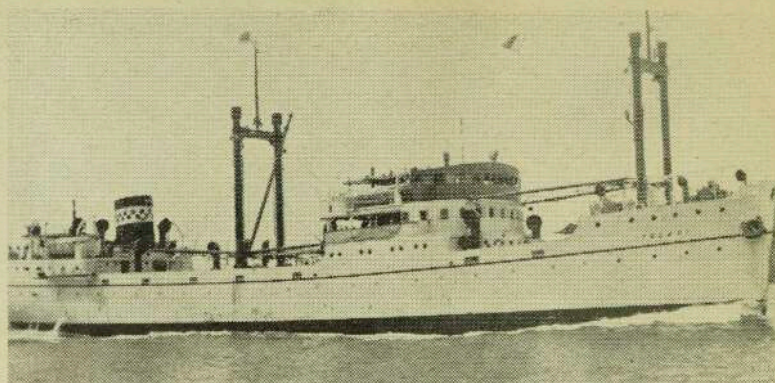
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and stores, medium
size 1/3; large
2/6. K6

KOLYNOS
(K600)

New B.P. Freighter for Central Pacific Run



The new 3,000 tons Burns, Philp motorship "Tulagi" arrived in Sydney from Hong Kong, where she was built, on July 29, and left early in August on her maiden voyage through the Pacific to inaugurate a freight service between Australia and Mexico. Islands port of call include Lautoka and Suva (Fiji), Niuafoou and Nukualofa (Tonga), Fanning Island, and Washington Island. Having accommodation for 12 passengers, the "Tulagi" has been specially designed, with her single funnel aft to afford the utmost possible space for cargo (3,500 tons capacity) and its easy handling. Captain J. Thompson is in command.

CRUISER LOSES PLANE IN COOK ISLANDS

THE Governor-General of New Zealand (Lord Galway) has been visiting the Cook, Samoan and Tokelau Islands. One of his early calls, on July 15, was at Aitutaki, in the Cook Group, and there an accident occurred.

Natives assembled on the great Aitutaki lagoon to watch the first plane they had seen. The flight, that of a Walrus amphibian from the cruiser "Achilles" (in which Lord Galway is travelling) ended disastrously. The amphibian broke away and sank in 300 fathoms of water when being hauled aboard, at the end of the flight.

The pilot and wireless operator managed to climb out and swim to the ship. Lengthy flights had already been made

by the flying-boat at Rarotonga, Mauke and Atiu, where the natives were awed by the sight of the first "iron bird" seen over those islands. No previous trouble had been experienced.

Rev. Martin Helbig, of Upper Ramu, New Guinea, recently married Miss Frieda Simpfer, of the Lutheran Mission's hospital staff, Finschhafen.

The European colony at Tahiti was shocked at the tragic death of Mr. Frederick Lawrence on June 16. Mr. Lawrence had served in the Navy of the United States during and after the Great War, holding the brevet rank of lieutenant. For some years he had been a resident of Tahiti where, with his wife and child, he lived quietly, greatly respected by all. He died by his own hand.

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GOLD IN B. S. I.

Insistence on Possibilities Despite the Adverse Reports

BY "SOLOMONOO"

THOSE interested in gold-mining in the Solomons at the moment feel about as happy as a milliped with bunions.

Once again has the industry been thwarted by practices that do not seem to have had much to do with honest-to-goodness gold-mining. The unfortunate position is that while we know we have, on Guadalcanal, a field capable of producing large quantities of very payable ore, and while there is—obviously—any amount of money in Australia simply begging for mining speculation, something always prevents a combination.

Mr. Victor has again visited the field, but anyone, given some of the facts, would have been able to prophecy his verdict before he landed in the Solomons. He found practically no more opening up done than when he was here previously, and he was expected, in the short time at his disposal, to start in prospecting in very steep and difficult virgin jungle. On top of this, options on most of the holdings had been boosted up to ridiculous sums, so that there was no possible chance of their being recommended to real mining capital.

Holders of the leases and licences are having such a gruelling commercial spin in their various businesses that they cannot afford to put in the required machinery for working on a small scale, to prove values definitely, and pave the way for large scale operations.

Engineers are queer cattle, and the experience of those who have visited here shows that any given four of them are apt to give four different opinions about the same question. But no engineer can give a definite opinion about a field he has not been able to examine sufficiently. Several, professing the qualifications to do so, have already severely criticised Mr. Victor's report. We have all heard how Fiji was definitely turned down before it became a winner. From this we take comfort in believing that Gold Ridge will yet turn out thousands of pounds' worth of gold.

The long-promised "new" Mining Regulations are expected shortly, and hopes are abroad that the Government will do its best to assist us in proving the field, and thus clear the way for real "mining" capital to make its entry.

A start in this direction would be to survey and construct a horse-track over the 20-odd miles that separate Gold Ridge from the coast. This would not be expensive, and it would leave no room for argument over road rights.

We have nothing much to hope for in copra (our only industry) until some big change takes place in high finance or its control. It follows that, as no immediate change seems possible, we would be wise to look elsewhere for succour—and surely nothing offers such rosy possibilities as the gold-producing potentialities of Gold Ridge and district.

Efforts should be made to provide a landing ground for planes, and also hotel accommodation in Tulagi. Indeed, no self-respecting Administration should be without a plane of some sort, in these turbulent days. Its value in mining and road-surveying is self-evident, while no strain is put upon the imagination in considering other administrative reasons for its immediate institution.

PAY DAY A NIGHTMARE UNTIL—



Are You TIRED in the Mornings?

Is your work getting more and more irksome? Find it hard to concentrate? Feel heavy and depressed . . . tired out . . . even in the mornings? Then you, too, are probably suffering from "Night-Starvation". Have you ever realised that while you sleep, energy is used up keeping your heart and lungs at work? Breathing alone takes 20,000 muscular efforts! And energy *must* be replaced—or you wake tired, and just drag around all day.

Horlicks taken last thing at night, guards against "Night-Starvation". It replaces the

energy you use up while you sleep, and builds new reserves of vitality. You wake refreshed, *alive*, and ready for work or play. Start taking Horlicks regularly last thing at night. It makes a delicious cold drink in summer—but remember to use the Horlicks Mixer.

Ask your chemist or storekeeper to-day for a bottle of Horlicks (14½ oz. size costs 3/- in the main towns throughout the British Pacific Islands).



HORLICKS

guards against
NIGHT-STARVATION

"POLYNESIEN" ON N. HEBRIDES REEF

PATCHED with cement but still leaking, the French motor vessel "Polynisien" (1,389 tons) reached Sydney on July 29 from the New Hebrides for docking. She grounded on July 15 on a reef off Hat Island, near Port Havannah, Efate, and 1,200 tons of copra, coffee and cocoa had to be jettisoned before the big

Messageries Maritimes passenger liner "Ville d'Amiens" could pull her off. At Vila, several tons of cement were used to make the vessel seaworthy, after the battered plates had been patched.

The "Polynisien", formerly the Australian coaster "Mygreta", has been carrying on the main French inter-island service in the New Hebrides Group since she replaced the "Bucephale" early in 1938.

DEATH OF MR. D. G. IRVINE**Well-known Papuan Planter**

THE death of Mr. Don G. Irvine, manager of the Commonwealth Copra Co. Ltd. at Gili Gili, Eastern Papua, at the age of 44, occurred in Samarai Hospital on July 16, following a sudden heart attack.

As a boy, Mr. Irvine served his apprenticeship on board the four-masted



barque "Lauriston", and at the outbreak of war, while still in his teens, was mate of one of the American Fruit Packing Co.'s steamers running between New York and the West Indies. At first opportunity he proceeded to Ireland and enlisted. After service with the Royal Irish Rifles, he transferred to the Motor Machine Gun section of the British Army and rose to the rank of Captain. After being severely wounded in 1917, he was invalided to Australia.

Following his convalescence, after a brief period with Parson Bros., of Brisbane, Mr. Irvine entered the service of the Expropriation Board in New Guinea. In 1925 he went to the British Solomon Islands in the employ of Levers' Pacific Plantations Pty. Ltd., and in January, 1929, was transferred to Gili Gili Estate in Papua, as manager.

With a happy disposition and a generous outlook on life as it is presented in the Islands, Mr. Irvine has left very many friends to regret his untimely passing. His wish was to be buried at sea but this could not be arranged and he was laid to rest on Cemetery Island, alongside the late Captain Bunting. A guard of honour assisted in the funeral ceremony.

Mr. Irvine leaves a widow, who was with him at the time of his death.

Dr. Thomas Clunie, Medical Officer at Labasa, Fiji, has been transferred to the Central Medical School, Suva.

Mr. John Robins, of Guinea Airways, Ltd., New Guinea, will marry Miss **Flora Mitchell**, of Annandale, Sydney, at All Saints' Church, Woollahra, on August 30. They will sail for New Guinea in October to make their home at Lae.

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A. O. HENTY, Esq.

The School is well equipped and splendidly situated. Its 1938 complement (about 50 boarders and 250 day boys) makes it possible for every boy to come into personal touch with the Head Master and a staff of 10 experienced and successful masters (including seven University Graduates). The general life of the school is very varied and full of vigour. The Head Master will be pleased to send the Illustrated Year Book for 1938-39, on application, and to give full information about the school, which is approved by the University of Melbourne as a Class "A" School for Intermediate and School Leaving Examinations.

Next term commences September 19th, 1939.

New Year term commences February 13th, 1940.

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Dear Sir,—About twelve months ago, suffering severe gastric trouble, I consulted my doctor and was informed that I had an ulcer on the stomach. I immediately began taking medical treatment, which included a long period of rigid dieting. In spite of this treatment the trouble still persisted, and I began to despair of being cured. About three months ago a friend told me of your remedy and I decided to give it a trial. After taking two large tins of your Indigestion and Ulcerated Stomach Remedy I found myself quite free from all signs of stomach trouble and can now eat anything I wish with perfect safety. I need not say how pleased I am with the results of your remedy.

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Hardy's Chambers,
Sydney, N.S.W.

Dear Sir,—I have suffered with an ulcerated stomach for the last eight months—I have tried all kinds of remedies but have not had any relief. A friend of mine recommended Hardy's Indigestion and Ulcerated Stomach Remedy, and since using same I have been able to eat substantial meals instead of soft foods, etc. I can recommend your powders to sufferers of Indigestion and Ulcerated Stomach. Thanking my friend for his recommendation to use your powders, and also thanking you as the manufacturer of these wonderful powders. I remain an ardent supporter of Hardy's Powders.

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"A SECOND KENYA" IN CENTRAL NEW GUINEA

Return of Hagen-Sepik Exploring Party

INTERESTING new data about the hitherto unknown upland region of Central New Guinea, lying between Mount Hagen and the Dutch border, were supplied by Mr. J. L. Taylor when the European members of the Hagen-Sepik patrol (Messrs. J. L. Taylor, Assistant District Officer; J. R. Black, Patrol Officer; and C. B. Walsh, Medical Assistant) arrived in Rabaul by the "Macdhui" in mid-July.

This patrol commenced early in 1938, and its operations link up with the earlier work of Behrmann and Thurnwald, Karius and Champion, and Hides and O'Malley, of the Papuan service, and the prospecting operations of the Leahy brothers, the Fox brothers and Ward Williams.

On March 9, 1938, the party, numbering about 250, set out from Mt. Hagen to find a suitable base for future work. Equipment included an Amalgamated Wireless teleradio set and communication was maintained throughout the whole period.

In May, 1938, the party encountered very difficult country, rugged and unpopulated, about the 143rd meridian, and might have had to return for supplies had it not been possible to replenish stores from aeroplanes. Fragile goods, benzine and the like were delivered by parachutes, while heavier goods were dumped from the plane when flying at low level.

The party was divided into three, each in charge of a European. Patrol Officer Black took one party towards Telafoimin, following along the southern side of the main cordillera, crossing the Victor Emanuel Range at 11,500 ft. above sea level and discovering the pass which leads to the source of the Sepik River. Mr. Taylor took the second party towards the Dutch N. Guinea border, contacted with Black's party at Telafoimin and returned down the May River to the Sepik River and thence back to the base. The third party, under Mr. Walsh, established a base camp at Wabag on the Lai River, one of the sources of the Yuat River (a tributary of the Sepik) and did much intensive patrolling of the area surrounding the base.

During the course of the patrol many thousands of new natives were discovered, and some fine country seen. The area examined covers nearly 20,000 square miles, and much of it is a continuation of the

central plateau discovered in 1933 by Messrs. J. L. Taylor and the Leahy brothers.

WHILST bringing this area under control will necessarily be a long process, Mr. Taylor is of the opinion that when the work of consolidation has been completed, and road access from the coast is available, these healthy uplands will absorb many European settlers who could make a second Kenya in Central

New Guinea, and at the same time assist the native to a higher state of civilisation. It is noteworthy that the people of the highlands are of a superior native culture and have a real admiration for the white man.

Mr. Taylor says that the soil generally is of good quality. This was evidenced by the density of population in the Wabag area, and the ease with which large supplies of sweet potatoes and cane sugar were purchased from the people. The patrol carried a large quantity of the small cowrie shell, the native currency of the area. Due to this, the problem of supply was solved. Salt, too, was extraordinarily valuable in some parts.

A PROPOS of the famous journey by the late Mr. Jack Hides in the country south of that crossed by this patrol.

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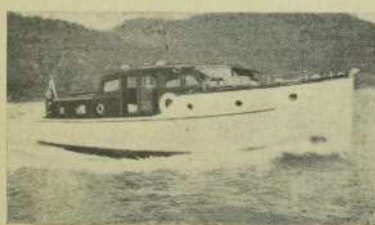
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Mr. Taylor, in a report, says: "It was my privilege to look down on the Tarifuroro country in Papua, from the mountains to the north. What a journey Hides made! It will always rank as one of the great feats of New Guinea exploration."

Mr. Taylor pays the highest tribute to the work of Mr. Black, whom he describes as an expert in making contact with, and pacifying wild natives; also to the medical work of Mr. Walsh, to whose efforts the good health experienced by the native personnel was mainly due. The police and carriers acquitted themselves splendidly.

One of the most interesting features of the patrol was that the carriers, to whom the success of the expedition was largely due, had not seen or heard of white men before 1933; now, in 1938, they materially assisted the Administration in bringing the news of peace and the new era to the remotest tribes of all.

COLLECTION OF RARE BIRDS

From Our Own Correspondent

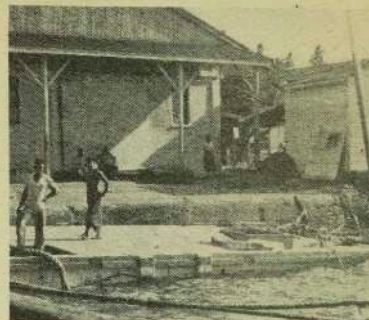
RABAU, Aug. 3.

MEMBERS of the Mt. Hagen-Sepik expedition (Messrs. Taylor, Black and Walsh) are busily engaged in Rabaul compiling their reports on the patrol into the new country around the Dutch border and the head-waters of the Sepik.

Whilst engaged in this work, a very fine collection of birds-of-paradise was obtained. Some of the specimens have not as yet been classified, and are therefore of a rare variety. Rabaul people who have been shown them state that never before have they seen such beautiful birds.

We understand that these birds will be shipped to a Sydney museum. It is to be hoped that there they will only be treated and mounted and then returned to our own museum in Rabaul.

P.A.A.'s Lighter Found Near Apia



While being towed by the U.S. Coast Guard Cutter "Taney" from Pago Pago (American Samoa) to Canton Island recently, a large steel barge specially built by Pan American Airways for use as a landing float broke away and disappeared into the darkness. Its value was nearly £1,000. In mid-June the lighter was found on a reef at Faleula, Upolu Island, Western Samoa. The photograph shows the barge tied up on the waterfront at Apia.

PASSING OF OLD MISIMA IDENTITY

From Our Own Correspondent

PORT MORESBY, Aug. 2.

AT Misima Island on July 10, the death occurred of the wife of one of Papua's most famous prospectors, Robert Boyd, who discovered gold on the Umina claim in 1904. Mrs. Boyd, who had been a resident of Eastern Papua for over 30 years, was 80 years of age.

The funeral was attended by a large gathering, including the Resident Magistrate (Mr. A. C. Rentoul); and Rev. H. K. Bartlett conducted the service. Mrs. Boyd, whose last resting place is situated on the beautiful slopes of Quartz Mountain, with a wide stretch of ocean immediately below, will be sadly missed by the older residents of Misima, who have long regarded her as their own.

SPORT GROWS IN TAHITI

From Our Own Correspondent

PAPEETE, July 20.

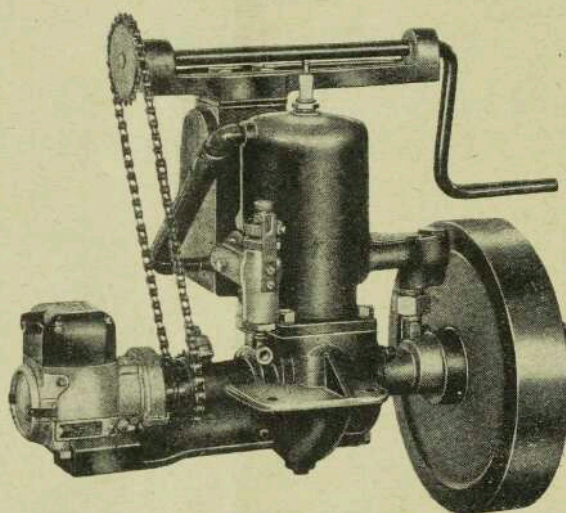
A HEALTHY interest in out-of-door sports has been growing in Tahiti during the past years.

Tennis, bicycle racing, football, field sports, basket-ball and horse racing are becoming increasingly popular. Various athletic organisations—Marines dans les E.F.O., Tefaiva, Vaïete, Fe'i Pi, Jeunes Tahitiens—are now playing qualification games to contest the football championship for 1939 with the 1938 champions Detachement d'Infanterie Coloniale.

The Parc des Sports, on the eastern border of Papeete, is amply provided with facilities for the various branches of athletics—race track, tennis courts, football field, basket-ball court, a new grandstand and other necessary buildings.

Mr. Robert Harper, 18, who had been engaged in mining on the Moody claim at Atob River, New Guinea, died in July from blackwater fever.

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Enormous U.S. Power in North-west Pacific

What is Happening Around Hawaii

From Our Own Correspondent

HONOLULU, July 8.
HERE are sidelights on America's new defence plans in the North Pacific. By executive order, President Roosevelt has clamped down severe restrictions upon the mighty Pearl Harbour Navy base, near Honolulu, and upon anchorages in Los Angeles harbour, used by the Navy, but which for too long have interested Japanese vessels visiting the port. The new laws certainly have "teeth": confiscation, heavy fine and imprisonment.

The Navy awarded contracts for construction of 24 warships, at an estimated cost of 350,000,000 dollars, which includes two 45,000-tons battleships, which will be the world's largest.

Nine new submarines, with a flagship and workshop tender, on June 2, were assigned to the Hawaii sector, greatly increasing the potency of Uncle Sam's underwater striking power—which, incidentally, prowls into outlying Western Pacific areas much more than most people imagine.

Between now and year's end, more than 30 naval vessels will receive major overhauls at the Pearl Harbour base, which now ranks as one of America's best-equipped stations.

More patrols from Hawaii will be made. Aircraft tender "Langley", usually "at home" in Californian coast bases, henceforth will be stationed in the Hawaii sector. The "Langley" will often be seen at the outlying U.S. bases now being rapidly developed: Palmyra, Johnston, Midway and Wake Islands, and the emergency spots between.

Soldiers and sailors must eat. America, as she develops new Pacific Island bases, makes sure that as much food as possible is grown at each base.

An old base, Pago Pago, is to be rejuvenated. Paul L. Guest, horticulture expert of the University of Hawaii, is to make a three months' study of desirable crops for future cultivation, and the most advantageous cultural methods, in American Samoa.

On June 28, another 15 of the latest navy patrol bombers were flown in formation from the factory, at San Diego, California, to Pearl Harbour, Hawaii, a 2,700 miles flight, which the Navy aviators now do faultlessly almost with their eyes shut. Regardless of the precision of these latest aerial monsters, the authorities, safety first, had some 12 Navy ships sprinkled along the route—just in case.

If you are wondering why America is making all this extra effort in the North Pacific, you may find some answers in "The Menacing Sun" by Mona Gardner. In this new book, Miss Gardner, who was a newspaper reporter for 20 years in the Orient, tells a lot of home truths.

AMERICANS BUSY ON MIDWAY ISLAND

HONOLULU, July 21.

AMERICA means such serious business with her plans, to make her section of the North Pacific impregnable against attack, that former "lonely" islands, upon which a man had only to step to become a "hero", to-day are becoming cluttered up with human beings.

Midway Island, west of Hawaii, is a good example.

Midway is being so hastily converted into a 2,000,000 dollars submarine, mine-craft and navy air base that to get the job done on time (within the next 12 months) to-day there are some 250 men living at Midway.

The latest addition, some 40 men, reached Midway in the suction dredge "Vega", which was towed all the way from California.

Midway consists of two islands, one being inhabited. But it is only 1.4 sq. miles in area, so that makes the persons per sq. mile fairly heavy.

PUTTING ON THE PRESSURE

IT was reported from Washington on July 14 that the eight-hour working day rule is to be suspended on the

construction of naval and aviation bases at Palmyra, Johnson and Midway Islands in the Pacific, and at Kodiak Island at Sitka, Alaska. President Roosevelt has decreed this "since the establishment of the bases must be completed at the earliest possible date."

Mr. Ken. Bridge, Assistant District Officer at Maprik, Northern New Guinea, arrived in Australia by the "Bulolo" on August 10 on leave.

A son was born at Namanula Hospital, Rabaul, on July 26, to **Mrs. Nancy Doyle**, wife of **Mr. C. R. Doyle**, Aropa Plantation, Kieta, New Guinea.

Mr. G. A. Hitches, who has been headmaster of the Fiji Primary School in Suva since its inception in 1932, has retired owing to ill-health. He shortly will return to England.



The
DOCTOR
Recommends

TOOHEYS
OATMEAL
STOUT

"Here's To'ee"

TOOHEYS
OATMEAL
STOUT

French Steamer Loses Propeller Near N. Caledonia

WHILE on her way from New Caledonia to Australia to load coal at Port Kembla, the French steamer "Cagou" (2,795 tons), owned by the Societe Le Nickel, lost her propeller when the tail shaft broke on July 20.

A wireless message brought the "Cap Tarifa" (2,117 tons), operated by the same company, to her assistance, and the "Cagou" was towed 800 miles to Sydney for repairs. During the week's journey, at four knots an hour, the towline parted in a moderate wind, but within an hour the two vessels were linked together again. The "Cagou" is now in dry dock while a new tail shaft is being made in Sydney.

PACIFIC ARCADIA

Mr. Briggs and His Ketch
in Sydney

A KETCH named the "Connella", 43 feet long, arrived in Sydney in July, after a tempestuous voyage from Hobart. Aboard, are Mr. and Mrs. Frank Briggs, and two friends.

Mr. Briggs is the gentleman who created much interest, last year, by announcing that he intended to conduct a party to the Marquesas Islands, and there to found a kind of model colony, or Pacific Arcadia. The boat, already, has left Australian ports a couple of times, on the great adventure, but each time has received such a buffeting from bad weather that it has returned.

Mr. Briggs was formerly a survey

photographer with the Royal Australian Air Force. Last year, he launched the enterprise, which was called the International Goodwill Settlement; but one gathers from statements in the newspapers that, while scores of people were interested in the idea, they were not very hopeful on the practical side, particularly in relation to finance.

Mr. Briggs says he has not abandoned the plan. After several weeks in Sydney, the "Connella" will make a leisurely cruise along the Queensland coast, and Mr. Briggs thinks it is possible that the boat then will go out into the Pacific, and that he may find, somewhere, an island on which he may found his model colony.

"STOP THEM!"

Model Colonists Not Wanted in French Oceania

THE following references to the proposed Briggs expedition, to establish a model colony in the Marquesas Islands (in French Oceania, in the Far East of Polynesia) occur in private letters recently received from Tahiti.

From an old resident of Papeete:—

"I see that those crazy folk are still going ahead, as to the Marquesas. Cannot you do something to stop the fools?"

"Do they know that they have first to obtain the consent of the Governor, at Papeete, even to enter those isles, much more to colonise? It is highly improbable that he would consent—indeed I feel pretty certain that he would refuse. There is a very heavy fee for residence, lately put on to keep out undesirables.

"Those islands are best described as Isles of Desolation. Drought is constant, with direful results. A friend of mine has lately returned. He went, keen; he returned, disillusioned. Food was scarce and the price of purchased goods staggered him."

"Do try to stop a tragedy, which it would surely be if entry was allowed. There is no glamour about those isles, save in travel books and the minds of the crazy."

From our Tahiti correspondent:

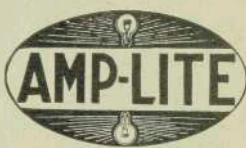
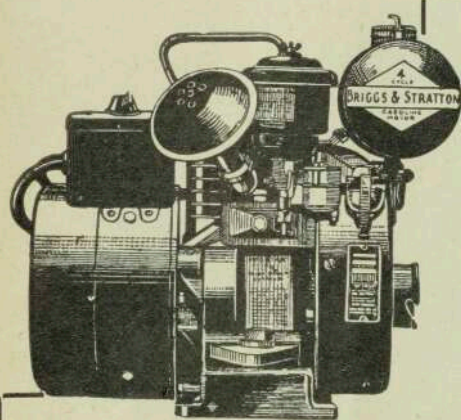
"I was informed to-day (July 5) by the secretary of the Governor that the Briggs expedition will not be permitted to go to or land on any of the Marquesas Islands. No foreigner can even visit these islands without the express and written consent of the Governor of the Colony.

"The land in this colony is being reserved for the natives—under the policy of the present Administration—and no plantation land is permitted to pass, by purchase or otherwise to Europeans."

New Ketch for B.N.G. Company

A FIFTY-TWO foot auxiliary ketch, the "Nu Ginco", has just been completed in the yards of G. Beattie, Balmain (Sydney), for the British New Guinea Development Company, Ltd., Port Moresby, Papua. A crew to man the new boat arrived in Sydney by the "Macdhui" on July 22, and it is expected that the "Nu Ginco" will depart for Port Moresby late this month.

Hon. R. L. Clark, M.L.C., head of the well-known Rabaul contracting firm of Bay Loo Co., Ltd., paid a short visit to Papua by air at the end of July.



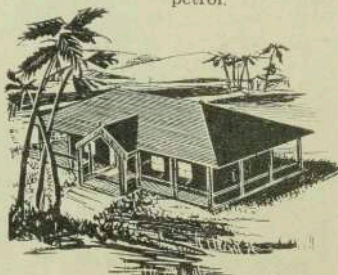
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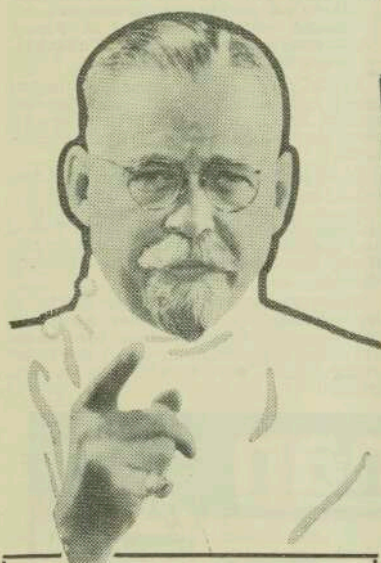
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Terrible Diet Deficiency of Vital Food Minerals! Amazing Discoveries of Modern Medicine strike at roots of Nervous Disorders.

BIDOMAK

for NERVES, BRAIN and that "DEPRESSED FEELING"

Millions are starving on three square meals a day! That may seem a strange statement, but it is a true one. Due to over-refinement, many modern foods are short of vital mineral substances. Without these minerals the blood becomes impoverished . . . nerve cells and tissues are starved . . . perfect health is impossible. Why? Because hard work, worry, over-indulgence, drain the natural supply of minerals from our bodies. When our food does not replace them, we become ill. All the following nerve and constitutional troubles are caused by Mineral Starvation.

Mineral Starvation Causes These Complaints

Lack of FERRUM causes
Anaemia, Headaches, Weakness, and
Lassitude.

Lack of CALCIUM causes
Stomach Troubles, Chilblains, Eczema.

Lack of SODIUM causes
Rheumatism, Kidney Trouble, Stomach
Trouble.

Lack of POTASSIUM causes
Heart Disorders, Acidosis, Constipation.

Lack of PHOSPHORUS
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Exhaustion, Irritability.

How To Overcome These Disorders

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AT ALL LEADING ISLAND STORES

Dr. Edward Kidson, O.B.E., M.A., D.Sc., F.Inst.P., Director of the Meteorological Services in New Zealand, who died recently in Wellington at the age of 57, was well-known in Central Pacific. He convened in 1937 the successful South-west Pacific Weather Conference, of which he was elected president.

Mr. George Ord, of Witu, married Miss Joan Elliott, of Yass, N.S.W., at St. George's Church, Rabaul, New Guinea, on July 12.

Pastor A. G. Stewart, vice-president of the Seventh Day Adventist Mission Board, returned to Sydney at the end of July after a visit to the Solomon Islands.

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SENSATIONAL JUDGMENT IN TONGAN EMBEZZLEMENT CASE

Chief Justice Outspoken Concerning Private Life of Minister

WHAT probably is one of the most scandalous "sensations" the Government of Tonga ever has known occurred in recent months, when an educated young Tongan, Uliti Balu, employed in the Tongan Treasury, was found to have embezzled £1,292 and was sentenced to ten years' imprisonment.

The crime was bad enough, but the sensational character of the affair developed when the recently-appointed Chief Justice of Tonga, Judge W. H. Stuart, held that the Minister for Finance and head of the Treasury, Mr. W. G. Bagnall, was blameworthy to a serious degree in connection with Uliti's misconduct.

The Chief Justice and Mr. Bagnall are the two principal Europeans connected with the Tongan Government; and it is evident that both are men of considerable force of character. The inquiries made by the Chief Justice in the course of the hearing of the charge against Uliti led him to investigate both the official conduct and the private life of the Minister, and the latter's private relationship with Uliti; Mr. Bagnall appears to have resented this investigation, and to have defied the Chief Justice. Finally, on May 5, the Chief Justice read in his Court a judgment of 47 foolscap pages, wherein he not only dealt with the crime of Uliti, but reviewed the conduct of the Finance Minister, and denounced his conduct in most scathing terms.

Some indication of the character of this

judgment was given, in our June issue, when a summary was published. Since then, we have obtained a complete copy of the document. It has the following startling features:

The Chief Justice suspects that about £500 of the money stolen by Uliti has been hidden away somewhere.

He finds that the Finance Minister was engaged in an intrigue with a young woman, Fanny Ramsay; and Fanny Ramsay is a cousin of the wife of Uliti. He also points out that there are peculiar circumstances connected with the removal of Fanny Ramsay's luggage from Nukualofa, when she left the kingdom.

As is reported elsewhere, a motion based upon this judgment, and directed against Mr. Bagnall, has been presented for consideration by the Tongan Parliament.

From other sources, it appears that the battle between the Chief Justice and the Finance Minister has extended right through Government circles in Tonga, and probably will be settled finally by the High Commissioner for the Western Pacific.

The judgment of the Chief Justice is far too long for reproduction here; but the following extracts show the nature of it, and the manner in which the Chief Justice dealt with the conduct of Mr. Bagnall.

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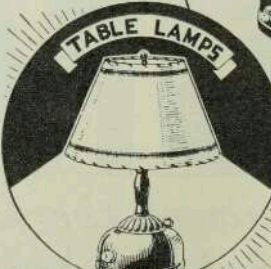


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Pearce & Co., Suva, Fiji Is.

The three Europeans in this group have been closely affected by the developments of the Ulii Bah trial. The photograph was taken while the officials were saluting the flag in Nukualofa on the King's Birthday. Left to right: Mr. A. L. Armstrong (British Consul), Judge Stuart (Chief Justice), Hon. Ata (Minister for Lands), Mr. W. G. Bagnall (Minister for Finance), Hon. J. Kaho (Minister for Police).



MINISTER'S "PRIVILEGE"

UNDER the circumstances the Court was entitled to expect and did expect full and eager assistance from the Head of the Department. This expectation was entirely negated. The Treasurer, called by the Court to answer obvious questions (some it is true, after the statement made by Inspector Toga, necessarily of a personal character) throughout displayed an attitude most unlike that of a reasonable man. At an early stage in his evidence, he attempted to avail himself of every privilege that by any stretch of the imagination could be dragged in to prevent proper information being at the disposal of the Court . . .

"One serious problem arises for consideration, so serious that this judgment of the Court will be sent to the Queen of Tonga for consideration. That problem is to what extent the ends of justice can be defeated by deliberate sheltering behind privilege from questions which to the ordinary mind and to the mind of the Court can militate in no way against the 'public interests'. It is clear that to avail oneself of privilege without just or reasonable cause would constitute an abuse of privilege amounting to gross misconduct on the part of the official concerned . . .

MINISTER'S PRIVATE LIFE

THE Court finds as facts:—
1. That the Treasurer (married and aged 58) had as mistress in 1938 and part of 1939 a woman who was a cousin of accused's wife and who lived in the house of accused's father-in-law. The woman, Fanny Ramsay, is aged 24, according to the Police.

2. That the Treasurer used the accused (Ulii) as a go-between or pander.

3. That the accused took full advantage of this. The Court finds as a probability that silver was exported from this country by accused with or without confederates.

"The Court comes to the conclusions that:—

1. Such relationship of the Treasurer and his subordinate is one that should not be tolerated in any country or service whatsoever.

2. That to use a subordinate as a go-between is inconsistent with discharging the duties of the Head of a Department.

3. That whatever the Treasurer knew about the accused, the accused knew too much about the Treasurer to be in any imminent danger of discovery from that source.

4. The subordinate clearly had the whip-hand in the office.

5. The crime in this case should never have been investigated by one who was under so heavy a personal obligation to the accused.

6. That some money had gone out of the country.

7. That there is no information as to how; though Fanny Ramsay's luggage is

by no means clear of suspicion, the Court is informed by the Police that enquiries through the Police at Fiji have been unproductive.

8. On the evidence the Court cannot disassociate the Treasurer from the prob-

able method in which silver was removed from the Treasury. . . .

TONGA'S PRIVY COUNCILLOR

THE Court is aware allunde, from the fact that the Chief Justice is also a Privy Councillor of Tonga and a member of Cabinet, that in recent years there has been no Auditor-General in Tonga and for that matter only a Chief Justice who owed his nomination to a Privy Council on which the Treasurer at the time was the only European.

"The Treasurer appears to have reigned supreme in more Departments of the State than his own, with regrettable results. The Treasurer obviously resented throughout this trial that a Chief Justice could or dared ask him questions.

"Up to a few months ago the Auditor

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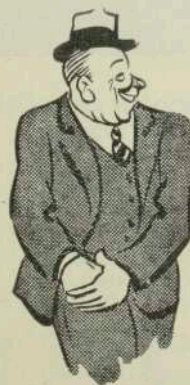
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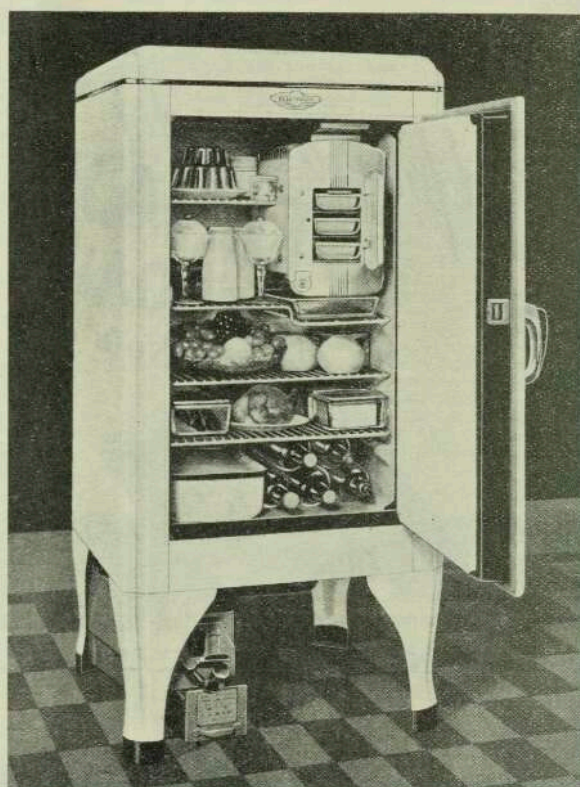
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Suits the kind of cough you've got.
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MOTORLESS . . . NO PARTS TO GET OUT OF ORDER.

MODEL L22
Capacity
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Representation in Papua and New Hebrides.

was a Treasury subordinate. What would have happened to him if he had dared to query the Treasurer's methods? Without doubt he would have felt the Treasurer's displeasure. This relation between Finance and Audit is most undesirable.

"The last question put by the Court requires an answer. Is the whole sum of £1,292/18/- Tonga's loss? Approximately £50 may be recovered from the accused. But there is no reason why the remainder of the money should not be recovered from the Treasurer. He is 'pecuniarily liable' . . ."

SCATHING CONCLUSION

ADDRESSING the prisoner, the Chief Justice said:—

"The Court has found that the Treasurer knew you were a suspicious character, and yet made you more than a friend.

"The Court finds as a fact that the Treasurer's incompetence and his failure to enforce the regulations and provide the most modest of checks made the way easy for you.

"The Court must add its deep regrets that a young Tongan of brilliant parts should have sunk so low. The function of Europeans in Tonga, protected as they are by the Treaty with Great Britain, should be to help all concerned by precept and example. The Treasurer has set an example of personal immorality that while it differs in incidence from your weakness of speculation and drunkenness, is in no ways less offensive to God and man.

"It is abominable that such an example should have been set you, and I trust that this is a precedent of misbehaviour both by Departmental Head and by subordinate that will not be followed."

N. GUINEA PUBLIC SERVICE

THE following staff movements in the New Guinea Public Service have been announced:—

PERMANENT STAFF TRANSFERS.

Health Dept.—F. M. Green, Medical Assistant, Rabaul to Manus; J. R. Waddell, Medical Assistant, Rabaul to Namatanai.

District Services Dept.—L. A. Considine, Clerk, Salamua to Kavieng; J. A. Grant, Patrol Officer, Rabaul to Wewak; P. G. Hutton, Clerk, Wewak to Salamua; C. H. Maclean, Clerk, Namatanai to Kavieng; J. P. Morrissey, Clerk, Lae to Madang.

Police Force.—L. G. Deen, Warrant Officer, Wau to Rabaul.

TEMPORARY APPOINTMENTS.

Government Secretary's Dept.—Mrs. R. I. Legg (Typist).

Treasury Dept.—Miss M. Sherry and Miss M. M. Merchant (Typists).

Health Dept.—Mrs. T. Price and Mrs. A. G. Thomas (Nurses).

Public Works Dept.—G. H. Briggs and V. R. Nixon (Roadmasters).

Saula Moku, who was well-known to Suva residents as a Sergeant in the Fiji Police Force, died at Nasese on July 7. He was in the Service for 24 years, having retired in 1937. During the Great War, Saula served overseas with the Fiji Labour Corps.

Mr. A. V. Murphy, manager of Burns Philp (S.S.) Co. Ltd. at Faisi, British Solomon Islands, after a sudden illness, was taken to the Methodist Mission Hospital at Bilua on July 15 and was operated on immediately for acute appendicitis. "Satisfactory progress" was the report by the last mail.

Passing of a Papuan Pioneer

From Our Own Correspondent

SAMARAI, July 16.

ANOTHER pioneer of Papua died in Samarai Hospital on July 7—Captain Richard Ryland Small, who was 61 years of age.

A native of Scotland, he came to Papua around 1910 and took command of Whitten Bros.' mail steamer "Kalora". In her he visited the port of almost every goldfield in the Territory, and his name and fame were known to every miner of that period from Daru to Mambare.

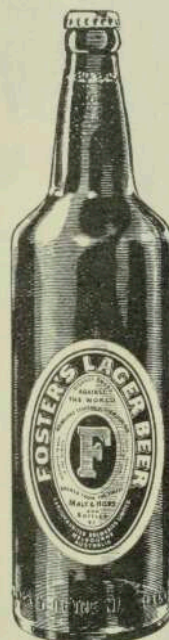
At the outbreak of the great war, Captain Small went home to England, where he obtained a commission in the Royal Navy and was engaged in mine-sweeping

in the North Sea. After the war he went out to Sydney, as second mate of a vehicle ferry and then sailed up to New Guinea as mate on one of Carpenter's ships. The call of England was strong, however, and he went home again on a copra boat.

Returning to the Islands in 1931 on the maiden voyage of the "Macdhui", Captain Small spent some time in Papua, and then took a small launch across to the Solomon Islands. Later, when he came back to Eastern Papua, he was master of the "Yela Gili" for Osborne Brothers, of Rossel Island, which position he held until his admission to Samarai Hospital at the end of 1938.

The Captain was buried at Rogeia Island on July 8, Rev. Arthur Jennings, of the New Guinea Mission, officiating at the graveside.

Sparkling
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from pure
Malt and
Hops



FOSTER'S
LAGER

FIJI BOXER'S SUCCESS

BEN VALENTINE, a Fijian boxer, who went to England about four years ago when he held the Fiji heavyweight title, has been making a name for himself overseas.

It was announced from London on July 19 that Fred Henneberry, a prominent Australian middleweight who went to England to have a match with the Empire champion, Jock McAvoy, would first have to meet Valentine. The Fijian is

tremendously strong, and under the tutelage of a professional trainer in London has developed into a clever, hard-hitting fighter, very fast on his feet.

An inquiry by Mr. Arthur Peck, 99 Queen Street, Melbourne, relating to Lord Howe Island was published in the "Tropicalities" columns last issue. Mr. Peck has advised that the price for Kentia Palm seed is £2/10/- per bushel, not £12/-/- as mentioned.

FRANK PRYKE'S MATES

IT is a year since the death occurred of Frank Pryke, pioneer prospector of Papua and New Guinea. Morobe goldfield, of which he was one of the discoverers, last year produced gold worth £2,000,000. Here is Frank Pryke's last tribute to his old mates, written when he was very ill, and not long before he died.

It seems like only yesterday,
So close my memories cling;
Thoughts that ever backward stray
To me great comfort bring.

I think of the old mining days,
And mates I used to know—
Of all our carefree, roving ways,
In days of long ago.

Those good old mates big-hearted
I'll never see again—
'Tis years back, since we parted,
And longings are in vain.

I still can see them all quite well
Those mates so straight and true
Many a story I can tell
Of exploits they went through.

The many kindly things they've done,
The risks they've undertaken,
Of admiration often won,
Of friendships never shaken.

May they have luck where'er they try
And some bright prospect show:
So now to them I'll say "goodbye"—
My mates of long ago.

"MONTORO" SOLD FOR SERVICE IN CHINA

THE old Islands steamer "Montoro" (4,088 tons), which has been in the service of Burns, Philp and Co., Ltd., in the Pacific for 27 years has been sold to a shipping firm in Hong Kong. She is not to be broken up, but will continue her life as a freighter on the China coast.

Built at Glasgow, Scotland, in 1911, she ran for many years on the Sydney-Papua-New Guinea route, being replaced early this year by the modern motor vessel "Bulolo". Since then she had been running between Sydney and Singapore, and her last job, late in July, was transporting a detachment of the Royal Australian Artillery Force to the Darwin garrison.

NORFOLK IS. ELECTION

THE poll on July 31 for the election of four members of the Norfolk Island Advisory Council resulted in the return of Messrs. G. H. N. Buffett, W. McLachlan, G. E. Nobbs and R. H. H. Nobbs. They will hold office until July 31, 1941.

Members who will retire on July 31, 1940 are: Messrs. F. Bell, C. Holman, C. A. B. K. Nobbs and St. J. A. White.

Mr. Herbert (Harry) Hawker, of Suva, died under the anaesthetic while undergoing a serious operation in Manly Hospital, N.S.W., on July 25. He was chief linotype operator of the "Fiji Times and Herald" and was exceptionally well liked in Suva. Mr. Hawker, who was only 52 years old, had also spent some years in Rabaul, New Guinea.

Mr. Noel Mulvey, Assistant Engineer in the New Guinea Public Works Department, has been appointed Engineer-in-Charge of the construction of the Salamaua-Wau road.



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Ox Tongues	24 oz.
Ox Tongues	2 lb.
Camp Pie	12 oz.
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Cheddar Cheese	8 oz.

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Steak & Tomato.
Beef Steak Pudding.
Chops & Tomato.
Sausages, Spaghetti & Tomato.

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(In oblong can)	
Pork Sausages	16 oz.
Beef Sausages	16 oz.

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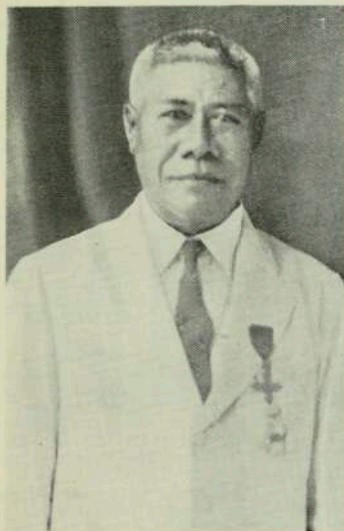
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LAST KING OF SAMOA

Death of High Chief Malietoa Tanumafili, O.B.E.

From Our Own Correspondent

APIA, July 15.
ALL Samoa is mourning the sudden death of the last holder of Samoa's kingship of earlier days and a prominent figure in Samoa's chequered political history for a generation—the Hon.



High Chief Malietoa Tanumafili.

Malietoa Tanumafili, O.B.E., Fautua (Adviser) to the Administration for 26 years and a former member of the Legislative Council. He passed away at his residence at Fa'atoia on July 9, at the age of 59.

Malietoa was a member of a Royal Family which supplied many kings to Samoa. Born in 1880, he was educated at the London Missionary College at Malua and in Fiji. When his father, King Malietoa Laupepa, died in 1898, the 19-years-old Prince was declared King by a judgment of Justice Chambers, later confirmed valid and binding by the joint commissioners of Great Britain, Germany and U.S.A. Bitter warfare between Malietoa's supporters and the rival Mataafa faction followed, and in May, 1899, Malietoa relinquished his office.

The kingship of Samoa was abolished the following year when the German flag was hoisted over the Territory. Mataafa was given the new title of Alii Sili (Highest Chief), while young Malietoa went to Fiji for further education, returning to Samoa in 1903. In 1910, the German Governor, Dr. Schultz, appointed Malietoa as Adviser to the Government, which position he occupied until the time of his death. He was appointed a member of the Legislative Council in 1929 and served for eight years.

In February, 1927, Malietoa headed a delegation of Samoan high chiefs to New Zealand to pay their respects to the Duke and Duchess of York (now King and Queen), who were visiting the Dominion. In 1931, his loyal and devoted services were rewarded when he was made an officer of the Order of the British Empire.

As a direct descendant of Malietoa Vainupo, who in 1830 accepted Christianity following a visit from Rev. John Williams, the first European missionary to Samoa, Malietoa Tanumafili was a staunch adherent of the L.M.S. He was aptly called a true Christian gentleman, and worked quietly and untiringly always for the good of his people. Unassuming and modest, he never abused the privileges of his high rank.

Malietoa's funeral took place on July 10, after a short service at Puatoia village church. The long funeral procession, preceded by a uniformed Samoan brass band, was escorted by Samoan native police to Mulinu'u, resting place of so many of Samoa's kings. A large gathering including the Acting-Administrator (Mr. A. C. Turnbull), Chief Judge Harley, Hon. Tamasese, members of the Faipule, and representative Europeans and Samoans, listened to an impressive service conducted at the graveside by Rev. R. Bartlett, O.B.E., and Rev. H. Whyte, of the L.M.S.

Malietoa left a widow, two daughters and two sons, of whom the eldest, Ati, attends Paerata College, N.Z. The younger son, Joane, after some medical training and a short period in the Police Force, is at present in the Native Department.

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B22

Hon. J. C. Mullaly, M.L.C., has found it necessary to take over the personal management of Lingalinga plantation, near Talasea, New Guinea, formerly operated by him in partnership with the late Mr. G. P. Myles Thompson; and, owing to his removal from the Rabaul district, he has resigned his position as a member of the Executive Council. He will retain his position on the Legislative Council.

Mr. E. Perkins, a New York mining engineer, who has been associated with New Caledonia's metal industries for some years, arrived in Australia from San Francisco by the July "Mariposa", on his way to Noumea.

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"PIDGIN"

Arguments Against its Official Recognition

Letter to the Editor

THE article in your May issue, voicing Mr. H. Fitzroy's objection, agreed to by the Hon. Leonard Murray, to the use of Pidgin, opens up a subject which should be given wider thought.

Pride in our own language should prevent us from speaking other than correct English to a native, and that only till such time as it is possible to speak to a native in his own language. This would not take long if a period each day was set apart for earnest study of the native language concerned.

With Pidgin, all the finer degrees and definitions of a language are lost and, whether working natives or dealing with them in an official capacity, it is an impossibility to get the best out of them without a knowledge of their language. A European who can talk intelligently to a native gets work done quicker and better, saves his temper, and does not punish natives for making mistakes which are

really caused by his own vague, slovenly orders. One can only expect Pidgin-English work from Pidgin-English orders.

Although an ardent admirer of Sir Hubert Murray's administration in Papua, I often used to wonder why the A.R.M.s were not compelled to take a greater interest in native languages. I remember sitting in one of the Courts in Papua, many times, listening to native cases being tried, the evidence being taken through the Court interpreter. In nearly every case, the interpreter would lie, twisting the evidence to suit his own ends, much to his profit and prestige. The first time, I was misguided enough to interject and correctly interpret the evidence, with the result that I was snubbed, so thereafter I sat in silence, enjoying the farce.

It is only fair to say that this was 20 years ago and the interpreter was that unmitigated scoundrel who figured so prominently in the murder case at the Port Moresby native prison last year. But it shows how ignorance of the native language can cause injustice to all.

I never allowed natives to speak English to me, feeling that such a practice would put them on a footing of familiarity which should always be avoided, and many a cause of trouble on the plantation was anticipated and prevented by hearing and understanding the talk and the songs of the labourers.

Had greater care been exercised in the past, as to the English spoken to natives, we would not have an expression, which here in Sydney would be regarded as swearing, used as an everyday word in the working, domestic and official Pidgin of Papua. I refer to the expression denoting "spoilt", "destroyed".

It is wrong to say that "the Papuan cannot explain emotion", because his explanation differs from our own accepted ideas. As correctly quoted in your article, he would describe "pity" in Pidgin as "Belly belong me too much sore"; but if he wished to express the same emotion of pity or sympathy in his own language he would still use the same phrase: "Boka hisihisi ol dekeni"—literally, "Stomach sore you with".

Actually, his way of saying, "My heart aches for you", is quite correct; for the Papuan, in common with the majority of Pacific Islanders, believes that the seat of all emotions is in the stomach and not as we believe in the heart. The fact that some of the emotions, noticeably fear and excessive hilarity, affect the stomach may account for this belief. In this respect, it is interesting to note that, although several forms of suicide exist in Japan, a Japanese soldier, if dishonoured, will take his life by placing the point of his sword on his stomach and then with the hilt on the ground, falling on it.

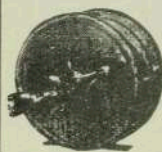
In conclusion: In my opinion, English spoken by a native is just as inimical to his character as wearing English clothes is to his health.

I am etc.,

A. A. ROGER.

Mosman, Sydney, 15/7/1939.

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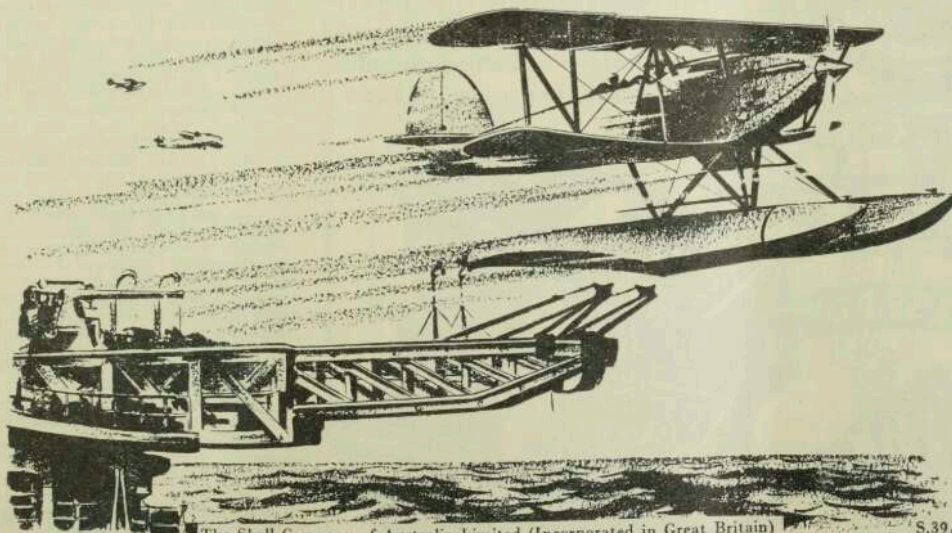
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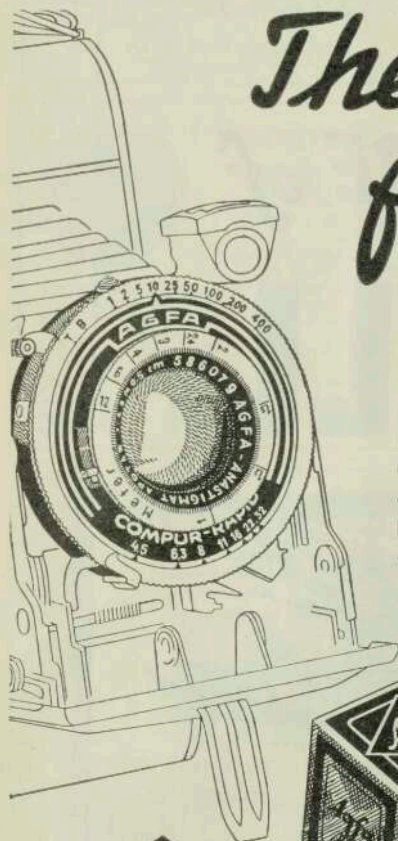
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MISFORTUNE!

BY "MASTER ZACK"

A HEAD, the river valley stretched for a hundred miles to the coast, and Lae. Fangs of scrub thrust down from the mountains on both sides into the expanse of coarse grass, so that, seen sometimes from the air, the valley looked like the snarling mouth of a dog.

Heat haze, and the smoke of grass fires gave the sky a muddy, half cast colour. Underfoot was sand, and blistering stones, on which boots slipped and twisted, making the act of walking an ordeal.

Jimmy limped along, automatically following the track of boulders muddled by the passage of many feet through the flood pools. It weaved in and out through the "pit-pit" like a wanton stream; sometimes the rasping saw-edged blades met overhead, forming a steamy tunnel.

Depression and defeat took possession of his mind, will-less and doped with the drudgery of thoughtless plodding: "Three lousy weeks of walking and talking, and forbearance with cheeky 'kanakas' and not one recruit to show for it all!"

With nothing of interest to distract, every impression added to his burden: glare, sweat, lagging carriers, overdue accounts waiting at the coast. He allowed himself to stumble, then straightened up, and for a dozen yards stepped with studied precision, only to lapse again.

At the turn of the track, the mumbling of the river increased to a delightfully liquid rush of sound, but the reality belied its cool promise. Soupy and swift, it rushed over the gravelly bed between ramparts of "pit-pit".

Cool water slipped between blistering leather and bruised skin. Side on to the current, he started diagonally across. Thigh deep, and the loose swirling gravel filled his boots; waist deep, and he began to run in the stream, edging towards the bank; then up to his armpits, and boiling over big boulders. Only to keep up-right, and get a touch of the bottom now and then, and he would be right; he should have waited for the carriers to show him the ford. Faster now, round a bend, and he was swept under the overhanging bank. Deep here, and the boots that helped him in the shallows now dragged him down. Frantic paddling hands failed to keep his head up. His hat floated off.

It was in the little corrugated-iron "booster" at Lae. Jimmy took a long suck at his glass, and put it down with a gasp. "Golly, that's good!"

He was slightly "-err molo", as he leaned back luxuriously against the bar counter and cocked an optimistic eye on his listeners. "Next thing I knew, I was lying on the bank throwing out water; it had a bloody awful taste. The boss-boy had hopped in after me and pulled me out. When I realise how near I was to the finish of all my worries—after going through the whole works, mind you—I could have shot him."

There was a long pause, while the level in the glasses sank appreciably. Then: "Why didn't you jump in again?" asked one.

"Well, you see", with the earnestness of conviction, "the beggar would only have pulled me out again, Harry. Boy! Two bottle beer 'e come!"

Mr. G. Sharland has been appointed second engineer on the Melanesian Mission's vessel "Southern Cross".

FIRST MILITARY WEDDING AT PORT MORESBY



THE first "military" wedding took place in Port Moresby, Papua, recently, when Miss Marjorie Claire English, elder daughter of Mr. A. C. English, of Rigo (the oldest resident in Papua) was married to Warrant-Officer Charles H. Derbridge, a member of the Royal Australian Artillery, part of the garrison now stationed at Port Moresby. Members of naval, air force and military units provided an arch of bayonets outside St. John's Church and, later, took charge of the car in which the young couple set off on their journey into married life. (Photo. by R. V. Oldham.)

"QUARANTINE"

Criticism of New Hebrides System

RESIDENTS of Vila (New Hebrides) are complaining that the method of quarantining of Tonkinese indentured labourers, on arrival from Indo-China, is a source of danger to public health.

The place used as a quarantine station is a barracks just behind the French Hospital, right alongside one of the most frequented roads. Following the last two shipments of Tonkinese quarantined at Vila, there have been minor epidemics of flu, and some kind of ear trouble, and residents attribute these outbreaks to them.

It is not a strict quarantine, as the coolies are taken out to cut grass, etc., on French Government property about the town, and thus sometimes mingle with other Tonkinese and natives.

French planters, in the North, also complain that the expense of this doubtful quarantine has to be borne by them, and say that if the coolies could be disembarked somewhere nearer to where they are ultimately to be employed it would be less expensive, less dangerous, and that the work they did while in quarantine—and for which the planters have to pay—would at least be of some use to the people of the outer islands.

A Samoan fale (house) has been erected at the Papauta Girls' School, Western Samoa, as a memorial to the late Miss Valesca Schultze, a pioneer L.M.S. teacher and trained nurse who served for 49 years in the Territory. She died in 1935.

Mr. R. C. R. Newman, of Brisbane, left on July 14 in the "Bulolo" to visit his son, Rev. Randall L. Newman, of the New Guinea Mission's Station at Eroro, Papua.

Mr. Jeffrey Arthur Bell, of New Zealand, recently married Miss Viti Gladys Gosling, second daughter of Captain and Mrs. H. Gosling, at St. Andrew's Presbyterian Church, Suva. The couple now have settled down in their new home at Palmerston North, New Zealand.

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A sudden squall in the dusk of June 8 upset a canoe, in which a sailor from U.S.S. "Bushnell" was crossing Pago Pago harbour. An immediate search, with the help of searchlights, failed to locate the man who completely disappeared.

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INDIANS VERSUS FIJIANS

Dr. S. M. Lambert's Masterly Summary of Present and Future Numerical Relationship

BY JOHN WILLIAMS

FOR more than a quarter of a century the theme of "The Disappearing Polynesians" has been given mournful emphasis in hundreds of magazine stories, lectures and books. All these "observers", who evidently never sat down really to ponder their subject and words, profoundly forecast the eventual disappearance of one of mankind's important and distinct races.

Only a short time ago I was at an Institute of Pacific Relations study group and a speaker, who had returned from a tourist tour of the Western Pacific, swept his hand across the map from Borneo to Tahiti, and in 10 seconds all the varied natives and their cultures in the shadow of his hand were doomed. He said: "They are dying out like flies."

The reasons given were: Alcohol, firearms, white man's diseases, foods, clothing and social habits (decay of native tradition and custom), and, back in the earlier days, black-birding.

Now, if you put the gloom of these "observers" before the optimism of the actual facts, especially the skilled observations and conclusions of a man like Dr. S. M. Lambert, a field director of

the Rockefeller Foundation, who for more than 20 years on the spot has scientifically studied the Pacific Islanders, then you secure a totally different understanding. His researches prove happily that the Polynesians have lost little of their outstanding adaptability and their unexcelled ability to "carry on" amid strange surroundings and often inhospitable conditions.

This world authority on Pacific native populations declares that Polynesians are increasing on many islands; with the

THE accompanying article is supplied opportunely by our Honolulu correspondent, John Williams. Dr. Sylvester M. Lambert, who for 20 years did work of incalculable value in the Central Pacific—in the course of which, as representative of the American Rockefeller Foundation, he waged ceaseless, successful war on disease—has just retired. His eyesight failed so badly that he could not carry on his work.

As field director of the Rockefeller Institute, he made surveys and carried out health campaigns in the Solomon Islands, in Tonga, and in Western Samoa. His part in equipping and directing the Suva Native Medical School and in the training of N.M.P.'s won him world renown.

It is probable that as the years pass his name will be held in evergrowing esteem in the South Seas, as the one man above all others who proved that European civilisation was able to check both the endemic and introduced diseases among native peoples—thus saving them from extinction. Much praise has been given the Rockefeller Institute, and deservedly so; but equal praise is due to Dr. Lambert, who in so remarkable a fashion carried on the work and the purpose of the Institute.

historic commonsense of their race they are adjusting themselves to modern civilisation and its pitfalls; and there is little fact in the statement that the Polynesians have lost the will to perpetuate themselves.

DR. LAMBERT, who is famed for his Clinic and School of Native Medicine at the Suva Hospital, has put his latest conclusions in a new special publication of the Bishop Museum, Honolulu. It is called "East Indian and Fijian in Fiji: Their Changing Numerical Relation".

His opening words are arresting, and pay tribute to an administration too often stupidly criticised:

"The problem of depopulation of natives in the Pacific need no longer exist. The formula for turning declining into increasing populations has been devised and put into operation by the British administration in Central Polynesia, in Polynesian New Zealand, in British Micronesia (the Gilberts), and in Melanesian Fiji. American Samoans are increasing under the operation of the same general formula.

"It seems fair to assume that other administrations, by the adaptation of the same methods to peculiar local conditions, may achieve the same results.

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anesian Fiji, which are example of the three broad classifications of Pacific Islands races, we see annual increases in population, with which administrators might feel content, were it not for the yardstick of the East Indian in Fiji, which shows the possibilities of racial increase under Pacific Islands conditions.

"To other groups the question may be academic so long as they can show annual increases, but to officials in Fiji the rapidly changing relative numbers of Indians and of native Fijians offer a knotty ethnological problem.

"As recently as 20 years ago, it was generally predicted that the native races could not survive contact with white civilisation; even in 1927 Roberts, of Melbourne University, predicted their virtual extinction. The early anthropologists predicted it freely."

THEORY by theory Dr. Lambert goes through the cavalcade of gloom. Then he gets into his stride with his hopeful scientific facts. The booklet has outstandingly vivid graphs which all Islands officials—and the politicians above them—should study closely.

Of the graphs Dr. Lambert says:

"Graph One tells a story of British Colonial Administration in Fiji that volumes could not better. Historically, the death lines show what constructive medical work under constructive lay administration can do for a native people. The gradual fall in the death rate can almost be measured in terms of expansion of medical effort . . ."

What Dr. Lambert states about the Fijian can be safely applied to almost every Pacific native community. Substitute the name of your community whenever Dr. Lambert mentions Fiji and you have some wise answers. Here's an example:

" . . . I believe every opportunity for making the Fijian health-conscious should be exploited through the co-operation of the departments of education and medicine, and every means used to make the Fijian child health-conscious, at the earliest period and to maintain in some measure his interest in health till we have a health-conscious adult population.

"The remedy for certain gross conditions lies in the direct approach of Fijian Native Medical Practitioners and Fijian Public Health Nurses to the homes and families of Fijians to educate them in the possibilities of disease prevention. This seems the only feasible method of handling tuberculosis and the high death rate among the age-group from 0-4 years. As these conditions are controlled, deaths from other preventable diseases will diminish at an equal rate."

DR. LAMBERT'S conclusions may be summarised as follow:—

1.—Fijians have a larger total number of births (than the Indians) because they have a greater number of women between 15 and 49 years.

2.—The Indians are increasing at a rapid rate because: (a) The fertility rate is higher; (b) Their infant and early childhood mortality rates are lower; (c) A greater proportion of their total population is in or nearing the reproductive band (15-49 years); (d) A smaller proportion of their total population is in the old age group of higher mortality.

3.—For the present, Indians will probably continue to increase. Owing to heavy losses among Fijians in the 0-4 years age-group, a greater proportion of the Indian population is in the age-group 10-14 years, which is moving into the reproductive span.

4.—It seems inevitable that the Indians will exceed the Fijians in number. This may have a detrimental psychological effect on the increase of the Fijian race which is in the midst of a readjustment to alien cultures.

5.—Until the Fijian race more nearly reaches equilibrium with these alien cultures, every effort should be made to postpone the Indian preponderance as long as possible by an attack on Fijian mortality rates among infants, young children, and the tuberculous, as deaths in these classes (the graphs show this) are the chief factors contributing to the relative population gain of the East Indians.

Mr. G. H. Burness, who completed his term with the Bank of New South Wales at Rabaul, New Guinea, in June, spent a short period of leave in the East in July before returning to Australia.

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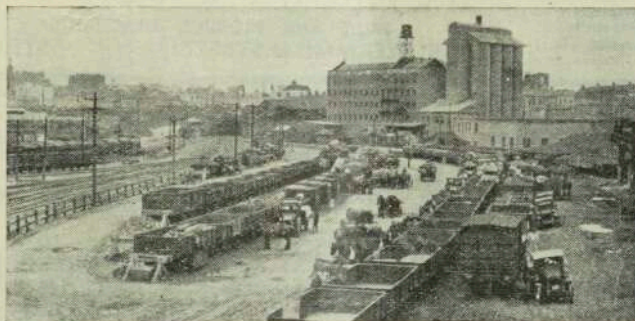


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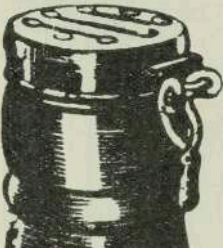
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FIJI DAIRYING DISLOCATED

Effect of Phenomenal Weather

THE destruction of pastures by excessive rains and floods, and depredations by caterpillars, has seriously dislocated the young and, until recently, flourishing dairying industry in Fiji. Production by both the Fiji Pastoral Co., and the Rewa Dairy Co. has decreased by 25 per cent., compared with 1938.

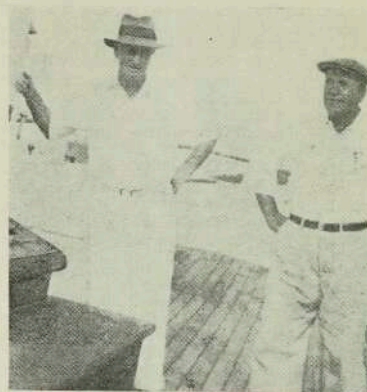
As a result, the factories are not producing enough butter for local requirements, and butter has been imported from New Zealand and sold at 1/7 per pound.

Usually, Fiji's butter surplus is converted into ghee, for the Indian population; but now there is no surplus, so the Indians again are importing ghee. These conditions probably will last for several months.

Meanwhile, dairy farmers in Fiji, along with banana-growers and copra-producers, are having a thin time—all the result of the phenomenal rain-storms of recent months.

Mr. W. J. R. Smith, Postmaster at Thursday Island, was transferred to Brisbane, Queensland, in July.

TONGAN GOVT. VESSEL BEING RECOMMISSIONED



For the past six months, Mr. J. Leger, shipwright of Nukualofa, has been repairing the Tongan Government's vessel "Hifofua" at Bagaimotu. A new engine is expected from England shortly and will be installed. After having been laid up for some years, the "Hifofua" will take up the Tongan inter-island run at the beginning of 1940. The photograph shows Mr. Leger, with Mr. A. J. Tippet, Government Harbourmaster, on board the "Hifofua".

—Photo: Hettig.

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BACK NUMBERS OF "P.I.M."

THE manager of the B.N.G. Trading Co. Ltd., Port Moresby, Papua, writes:—

In cleaning up the library of the late G. H. Massy-Baker, I came across several files of "Pacific Island Monthly" extending back to 1932. As we also keep files of back numbers, it enabled me to fill a few vacancies, and at the same time has provided a surplus in some issues.

I seem to remember inquiries being made through your columns previously for back numbers, and perhaps we may be able to help subscribers elsewhere. We have to spare:—

1933.—January, February, April, May, June, July, August, September, October, November.

1934.—February, March, April, May, June, July, August, September, November.

1935.—January, March, April, July, August.

1936.—A complete set.

To complete our files, we still require:

1932.—July, August, November.

1933.—December.

1935.—October.

1938.—December.

Anyone who wants the surplus copies, or can fill the gaps, should communicate with the firm named.

In Hawaii, there are native Hawaiians, Europeans, Euroneseans, Japanese, Chinese, Filipinos, Porto Ricans, and Koreans. The Japanese are 42 per cent., and Europeans 14 per cent. of the population. English, with a strong American accent, is the language generally used—the native Hawaiian survives only for sentimental reasons, and is being rapidly modified. The various races dwell together in harmony; but the rapid increase in the Japanese population is causing much uneasiness.

TRAGEDY IN NEW GUINEA

How Patrol Officer Elliott Was Killed

DETAILS of the death of Patrol Officer Neil Elliott (murdered by natives in the Wewak area of New Guinea on July 1) are now available.

Patrol Officer Elliott, with Patrol Officer Shand, was doing patrol duty near Wanali, 45 miles southeast of Wewak, on his way to Maimai, one of the gold centres of that district. Apparently, Elliott arrived at Wanali in the afternoon, and found the village very dirty. He reprimanded the tultul (village chief responsible to the Government), giving instructions for the cleaning of the village immediately, and then retired to a rest house apart from the village. Later, a constable was sent to inspect the work, but when 70 yards distant he and Elliott were attacked simultaneously.

Elliott was attacked by the tultul, whom he had rebuked previously, and received a knife wound in the arm. While Elliott was struggling with the tultul another native thrust a spear into his abdomen. Elliott fell to the ground, still struggling with the tultul and the other native, until members of his party came to his assistance. One of them clubbed the tultul with the butt of his rifle, forcing him to release Elliott. Elliott then shot the tultul with his revolver, firing from the ground.

The native constable who was attacked received three wounds, but got back to the rest house, where Elliott, though severely wounded, extracted a spearhead from the constable's shoulder with his teeth.

Elliott died at 4 p.m. The native constables placed his body on a bed in the rest house and left to bear the news to Patrol Officer Shand.

On his arrival at the rest house at midnight Shand found that the natives had returned and, moving Elliott's body, had speared it many times.

On Sunday morning the body of a native constable named Aipaum was found close to the rest house, also speared many times. He was not present when Elliott was attacked, but had returned later, with stores. The carriers were unharmed.

Shand remained at Wanali on the night of Saturday, July 1. On Sunday he heard natives firing rifles stolen from Elliott, but no attack was made. The bodies of Elliott and Aipaum were buried near the village of Wanali.

Assistant District Officer Niall, Patrol Officer Mader and thirty police left for Wanali by plane on July 4. District Officer Townsend also flew there on July 6, and took charge of the situation.

Wanali village was first visited in 1928, and since has been visited many times by patrols, and by the geologists engaged in the search for oil, and there had been no cause to anticipate trouble.

Apparently the tultul was aggrieved at Elliott's rebuke, and incited the natives to attack. It is stated that only the natives at Wanali were involved.

Official advice from Rabaul on July 24 stated that the patrol under A. D. O. Niall had been successful in apprehending all the natives wanted in connection with the murder of Patrol Officer Elliott. The prisoners were taken to Wewak gaol. The

rest of the natives, who had fled following the attack on the officer at Wanali, had returned to their village.

Notification has been received in Papua and New Guinea from the Australian Minister for Trade and Customs, that Pandanus fibre, a hard fibre commercially known as hemp, has been included in the Bounties Act, with a bounty of £6 per ton.

Mr. A. F. Ker, formerly stationed at Wau, New Guinea, has taken up duties as Treasury Clerk at the Wewak District Office, replacing Mr. Frank Hutton, who has been transferred to Salamaua.

Mr. and Mrs. David G. Hammer, of the Church of Christ Mission, will leave Sydney in August for the New Hebrides to relieve Mr. and Mrs. Dudley during their furlough.

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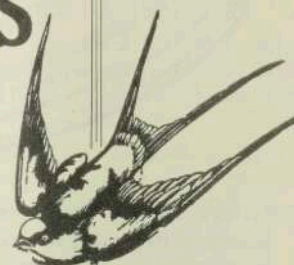
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MIND YOUR STEP IN SYDNEY!

Irresponsible Reporters and Pacific Residents

ONE of the results to-day of vastly increased interest in Pacific affairs is the embarrassing attention paid to visitors from the Pacific Islands by newspaper reporters of the "puppydog" variety—half-educated and irresponsible young men who fasten upon the unwary Islands visitor all sorts of fantastic stories of life and conditions in the islands.

An outstanding case of this kind was described recently in the "P.I.M." A man, Keegan, who had been employed by Gold Mines of Papua, Ltd., in Eastern Papua, arrived in Sydney and was interviewed by the "Daily Telegraph". Mr. Keegan was permitted to describe Samarai as "a fever-ridden hell" and to make insulting references to life and conditions in Eastern Papua. The "P.I.M." republished this, to show the silly things that Sydney newspapers frequently publish about the Islands; but the effect of publication was to bring several letters from Samarai to show that Mr. Keegan actually was a convicted thief, having used his position in the mining company to steal gold.

Then there followed a further development. Mr. Keegan told the "Daily Telegraph" that the boatswain of the "Bulolo" had been fined £5 for cuffing an impudent native labourer. The boatswain, Mr. Robert Cunningham, a well-known and respected man, who has been 10 years in the employ of Burns, Philp and Co., put the matter in the hands of his solicitor, and the latter then claimed substantial damages from the newspaper on the ground that there was not the slightest foundation for the statement made.

We have another example of how Islands residents can be embarrassed by irresponsible reporters. Mr. H. Johnson, of Port Moresby, was interviewed by the "Sydney Morning Herald" and, according to that newspaper, he said: "Four years ago Port Moresby was a dull, sluggish town; to-day it is throbbing with life, due solely to defence activity." We may take it as certain that Mr. Johnson did not say anything so silly. The liveliness of Port Moresby is due mostly to the activities of the companies engaged in the oil search. The defence forces have gone there recently and merely intensified the activity. Yet the statement attributed to Mr. Johnson carried the flaring heading: "Fortifying Port Moresby—Intense Activity—Town Throbbing with Life".

Another newspaper, in July, published photographs showing the home life of Mr. Garvey, "the Administrator of the Gilbert and Ellice Islands". We can imagine the embarrassment of Mr. Garvey. Actually, he is acting as Resident Commissioner in the Gilbert and Ellice Group during the absence on leave of the R.C., Mr. J. C. Barley.

Mr. Harry Downing, Assistant District Officer in the N.G. Administration, who recently has been stationed at Madang, arrived in Sydney by the "Macdhui" at the end of July.

Mr. and Mrs. Trenchard Smith, of Wau, New Guinea, have gone to Cairns, Queensland, to live. Mr. Smith has taken a position with Airlines of Australia.

NAURU IN 1885

By Edwin C. Higgins, of Butaritari,
Gilbert Islands.

NAURU—phosphate: the names are synonymous, and conjure up visions of a huge industry, the employment of thousands of people and many ships, and the investment of immense capital.

How different were the conditions when I made my first voyage to the island in 1885! The phosphate deposits had not then been discovered, the only export being copra. Ships were few, and long periods separated them. The arrival of a copra-collecting schooner was an event calling for celebration.

There were then nine traders on Nauru—a hard-bitten lot. Any event was sufficient pretext for a party, which very soon became an orgy.

I was in charge of the boats, transporting copra from the shore to ship and, was caught by the ebb tide, with my boat high and dry on the reef. The owner of a trading station invited my mate and I to his house, fed us, and invited us to join a select company of traders.

Brandy was the chosen beverage. The happenings of that evening are hazy. My head was not hard enough. One little incident was impressed on my memory before darkness claimed me.

The conversation was not brilliant, but it never lagged. All these men had led adventurous lives, and their reminiscences were enthralling. Tales of daring, hard-ship and adventure were recounted as the bottle passed. No sooner was one bottle finished than another took its place.

Two old native women, hearing the sounds of revelry, crawled up the stairs and begged a drink. Our host, being in high spirits, poured out two generous tots of gin. The ladies were scornful of gin and demanded "yellow drinks", like the company was enjoying. Chuckling, the good host took the glasses back and disappeared into the adjoining room, to emerge a few seconds later with two decidedly yellow drinks. The crones grabbed the glasses, and tossed off the drinks at a gulp, and then clutched their throats, emitting weird, gurgling noises. Tears streamed from their eyes. Choking and coughing, screaming and cursing, they turned and fled precipitately down the stairs.

When our host recovered from his mirth, he explained that he had complied with the request for yellow drinks by adding a spoonful of curry-powder to each glass of gin.

Shortly after, I ceased to be interested in the proceedings. Next morning, feeling that a mule had kicked me on the head, I collected my mate and we pulled off to the schooner. Here, we were left in no doubt as to the skipper's opinion of us, our faces and our ancestors.

The ship slowly nosed its way along the coast, to the next trading station. Here, a very heavy surf was running, and it was necessary to engage local labour to paddle the boats, as our long oars were too unwieldy. Owing to intermittent tribal warfare, it was a rule that these local boys should be left ashore after sundown, so that the last trip to the ship was made with two of our own crew in each boat. Towards 6 p.m. the Nauruans began to fidget, and the last two boats left the ship to land them. As soon as we touched land, the boys were off and disappeared into the bush.

We attempted to get back to the schooner, but the surf had increased with the making tide and, with only two men in each boat, it was quite hopeless. We tried, until at last an extra big breaker picked both boats up and landed them high and dry on the beach. The damage proved to be considerable, so we called it a day and settled down, until we had enough light next morning to enable us to effect repairs.

We were doubtful of our location, as there was a strong current running which must have carried us to the south of the trading station. Pulling in our belts to counteract the pangs of hunger we lay down, wet as we were, on the wet sacks, and composed ourselves for a thoroughly uncomfortable night. Soon we were startled by the sound of shooting close by which lasted for a few minutes. Then we were disturbed by an ominous rustling in the bush. Starting up, we found ourselves almost surrounded by naked savages, all apparently armed to the teeth. We decided that this was indeed the end of everything and prepared to sell our lives as dearly as possible.

One of the natives detached himself from the group, and came running towards us with a cry of "Teburuburu mo", which we took to be their war cry. But,



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as it turned out, it really meant "White men good".

Noting our uncompromising front, however, he stopped, and began to jabber at us, and by signs and the use of the word "coconut", eventually made us understand that they were friendly and asking if we would like food. We were very decidedly in need of both food and drink, so we produced some stick tobacco, which, although wet, was very acceptable to them. Some of the younger men disap-

peared, to return with bunches of fresh young nuts, which we attacked immediately with our sheath knives. We made very little impression on the nuts and, laughing, the natives took them from us and husked them with their teeth.

Their weapons were a very mixed lot—some old-fashioned Sniders and Winchester, and one very old horse-pistol, with a wide barrel. The owner used to load it with a dose of powder and a handful of stones.

Suddenly, our friends left us. *Pouf!* And they were gone, like some large-scale conjuring trick. We lay down again, feeling easier in mind. Next morning, we found that we had been favoured with another unannounced visit, since we were all minus our sheath knives.

We repaired our boats and pulled off to the schooner, to receive another of the skipper's enlightening lectures on our abilities and family tree. In a few minutes, we had set sail for Jaluit.

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WHAT MISSIONS DO

A Notable Word From The Past

Letter to the Editor

FROM time to time the pro- and anti-mission controversy breaks out afresh in your pages; and quotations are made from nineteenth century writers in support of one side or the other. The trouble with most of these quotations is that they emanate from people who came on the Pacific scene with pre-conceived ideas, either for missions or against them.

A few days ago, I came across a passage in a book published about the middle of last century which seemed to me of particular interest. Here it is:—

"They (the critics of missions) forget, or will not remember, that human sacrifices and the power of an idolatrous priesthood—a system of profligacy unparalleled in any other part of the world—inflicted a consequence of that system—bloody wars where the conquerors spared neither women nor children—that all these have been abolished, and that dishonesty, intemperance, and licentiousness have been greatly reduced by the introduction of Christianity. In a voyager to forget these things is base ingratitude; for should he chance to be at the point of shipwreck on some unknown coast, he will most devoutly pray that the lesson of the missionary may have reached thus far".

And, later: "The lesson of the missionary is the enchanter's wand. The house had been built, the windows framed, the fields and even the trees grafted by the New Zealander. When I looked at the whole scene, I thought it admirable. The march of improvement consequent on the introduction of Christianity, throughout the South Seas, probably stands by itself in the records of history".

The interest of the above quotations resides not so much in the actual words used as in their author. For these words were penned, not by what some of my friends in Papua would describe as a b—— parson, nor even by a professing Christian, but by an agnostic who became world-famous for his passionless and unbiassed scrutiny of facts in the search for truth. They were written by Charles Darwin.

I am, etc.,

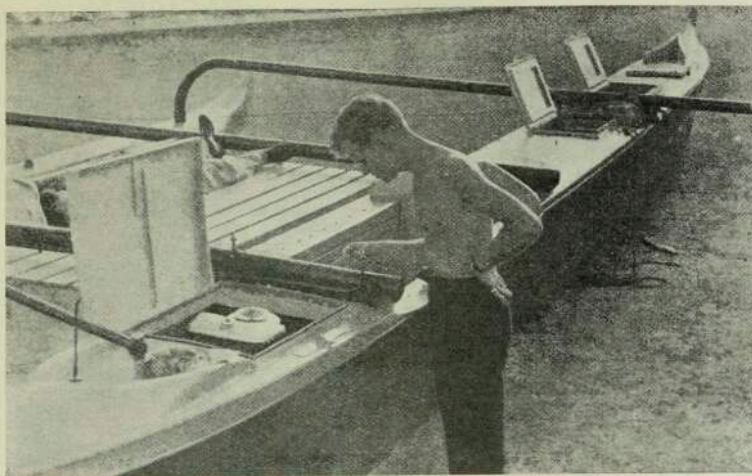
PERCY CHATTERTON.

L.M.S. Station,
Delena, Port Moresby,
Papua, 1/7/1939.

Mr. J. C. Fleming, an Englishman, who has had farming experience in Kenya Crown Colony and teaching experience in Australia and New Zealand, has joined the staff of the Melanesian Mission's Pawa School for senior native boys in the Solomon Islands.

Dr. S. W. Dobell-Brown is relieving Dr. C. E. M. Gunther as Medical Officer of Bulolo Gold Dredging, Ltd., New Guinea, while the latter is on long furlough.

FROM HAWAII TO SAMOA IN OUTRIGGER CANOE



The "Lealealani", outrigger canoe, which, with a crew of three white men (Don Hall, U. A. Woodbury, and Al Eastman), successfully completed a 2,250 mile trip recently from Hawaii to Aoloau, Tutuila, American Samoa, in 34 days. Having missed a proposed stop at Fanning Island, the canoeists were without food for the last 20 days, with the exception of raw fish, which they were able to catch. An outboard motor is

shown in a stern well, but the motive power was supplied by a 175 sq. ft. sail. The hull of the canoe is an original hollowed-out log, but the outrigger and upper works were reconstructed for the voyage. After their hazardous journey the men were in a bad condition but gradually recovered. The outrigger was taken back to Hawaii by the U.S. coast guard cutter "Taney", the men remaining in Pago Pago.

New Bishop of Gilbert Islands

THE development of Roman Catholic mission work in the Gilbert Islands is brought into strong relief with the recent appointment of Rev. Father Octavius Terrienne, M.S.C., as Vicar Apostolic in succession to His Lordship Dr. Bach, M.S.C., who retired in 1934.

The Gilbert Islands received the first missionaries of the Sacred Heart in 1888, and there are now 21 principal stations and 93 secondary stations throughout the Group, with 2,790 children and a Catholic population stated at 13,000. There is also a seminary, a training school, and a school for half-caste children.

The new Bishop-elect has already spent many years in the Gilberts mission field. Born on September 9, 1902, at Bouvron, Nantes, France, he was professed a missionary of the Sacred Heart in December, 1925, nearly 14 years ago. On January 27, 1929, he was ordained priest, and for the ten years since his ordination he has laboured in the mission. He now enjoys the distinction of being a Bishop at the early age of 37.—Tarawa Correspondent.

Mr. Ernst Dalhaeuser, of the Lutheran Mission, Finschhafen, has returned to New Guinea after furlough abroad. He has taken charge of the Mission's Timbulim Plantation.

Mr. Kenneth Spinks has resigned from the Surveys Department of the New Guinea Administration to take up a post with the British Colonial Service in Straits Settlements.

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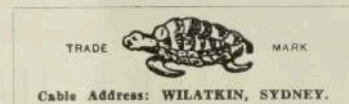
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Cattle Thrive in Papua

From Our Own Correspondent

PT. MORESBY, Aug. 1.
CATTLE do well in Papua—not only near Port Moresby and in the hills, but along the coastline where the country is free from swampy conditions. It is interesting to note that the Hon. John Douglas, when Special Commissioner, took much interest in the establishment of the first herd of cattle introduced in 1887. The six cows and one Short-horn bull did remarkably well, in spite of the climate and dry nature of the soil in Port Moresby. Two years later, in Sir William MacGregor's time, the herd consisted of 13 head, while the Government possessed 15 horses, three at Rigo and the remainder at Pt. Moresby. Several of these were reared in the country. According to reports "they

thrived tolerably well, but seemed weak and anaemic and not of much use for travelling on account of the rough nature of the country".

To-day, several hundred head of cattle thrive in the Territory. Though export of cattle from Papua to Australia is prohibited, a considerable demand has sprung up in Papua for meat and dairy produce, which, to some extent, is supplied from local herds and those on outlying plantations.

Horses are not in great demand owing to their limited usefulness here; though both horses and mules do well and are likely to be needed for many years to come in the remote districts for transport work. Many horses run wild in the hills behind Port Moresby and their numbers increase each year. These are the offspring of the Government Stud Farm which was abandoned over 20 years ago.

LIES ABOUT THE PACIFIC

Dwight Long Presents a Beauty!

Writing from England, Mr. Henry Dexter, lately a trader in Eastern Papua, is outspoken on the subject of people who publish absurd stories about the Pacific:—

YESTERDAY, I was reading Dwight Long's book on his voyage round the world in the "Idle Hour", and when we reached Port Moresby, I was astounded to find this:—

"New Guinea was not left entirely out of the conflict (he is speaking of the Great War) for the savages of Papua were given a pound sterling by the authorities for every German head they brought in.

"Naturally, such an inducement for easy money was hard to control after the armistice was signed, but by then most of the Germans had left the Northern Territories which are now under Australian Mandate."

This is not only a monstrous lie, which damns the book as quite useless as a work of reference, but it also is a most mischievous statement. There are Germans who, in their present mood, might believe the fantastic story.

In another book the late Vicar of Midhurst, Sussex, has recorded under the title of "The Happy Traveller" an account of tramps in many countries. This is what he tells us of Port Moresby:—

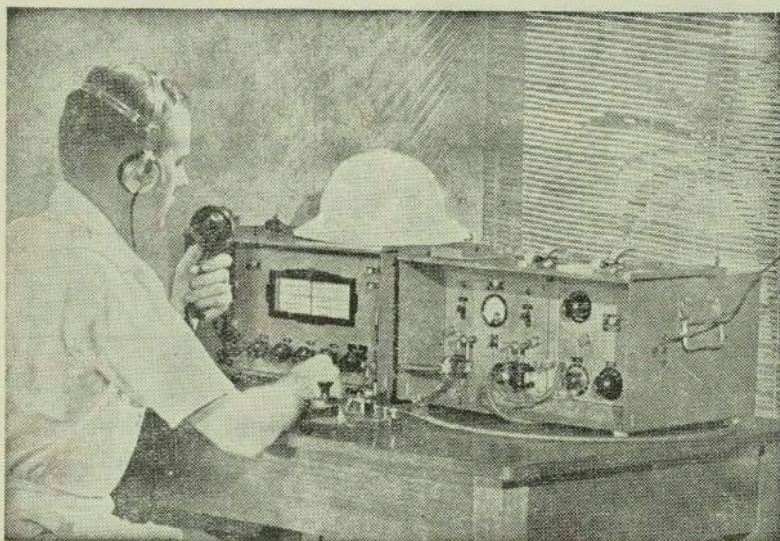
"Port Moresby has no harbour. Ships have to lie some miles off the coast. The town has no laid-out streets, the bungalows being erected in clearings in the jungle. Should you go inland, you will be quite safe if, when approaching a village, you adopt a fearless air, raise your arms in the air, and shout 'kai-kai'. 'Kai-kai' means peace."

It is all imagination, of course; but the statement that Port Moresby has no harbour is priceless.

There is little doubt that many of the most amusing things written by casual visitors are the result of a "leg-pull". There was the lady who had a narrow escape from a rhinoceros on Woodlark Island.

While there is little objection to a mild "leg-pull", I think it too bad when carried too far. One old gentleman, who poses as a great authority on the Pacific, claimed that he had "discovered" a village that had never been seen before by a European. The village was well-known to us—we had employed boys who came from it, for years—but the old chap was so delighted with his "discovery" that it would have been rather a shame to queer his pitch.

Then you have the kind of "journalist" who spends a few days, say, in Samarai, and then tells us what we should, or should not do. One of this type, a woman, spent five days on the island, during which time she made the acquaintance of a man she calls the "Pessimist", and who (she says) seemed to know more than anyone else about Papua, and the Mandated Territory. "In Papua", she writes, "sugar costs 1/4 lb., and yet it grows in the native gardens." As a matter of fact sugar can be bought cheaper in Samarai than in Sydney. The "Pessimist" told her of a European (K) who was serving a sentence for shooting a white man at Misma. "The landlady of the hotel", she writes, "said that if the trial proceeded she would close her hotel, and there would be no food, and no



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drinks. The landlady said the fellow at Misima only got what he deserved." Anyway the Magistrate suggested that K should take a month's imprisonment, and K agreed. She adds: "No wonder Samarai is called the 'Hell of the Pacific'."

This is the first time I've heard of Samarai being called anything of the kind, but if the dear lady believed the above story I do not wonder at her thinking it a queer place.

PORT OF SALAMAUA

Engineer to Make Survey

THE Commonwealth Government has borrowed from the N.S.W. State Government the services of Mr. H. H. Searl, who is the principal engineer for Harbours and rivers in the Department of Works.

Mr. Searl has proceeded to the goldfields port of Salamaua, in New Guinea, and it is understood that he will make certain surveys and investigations connected with the proposed improvement of the port of Salamaua.

At present, the numerous overseas ships which visit Salamaua lie at anchor more than half a mile from the shore and their cargo is handled by lighters. It has been held for a long time that wharfage accommodation should be provided; and, apparently, the engagement of Mr. Searl is the first step in this direction.

Mr. A. MacGee, manager for Lever Brothers, Limited, at Vavau, Tonga, was in New Zealand with his wife on furlough in July.

ROUGH JUSTICE

THE chiefs brought me some of his bones. I told them to keep their grisly relics for the District Agent, as I didn't collect human remains.

Rarau had absolutely vanished. The D.A., who had briefly looked into the affair, could find no trace of him, nor any inkling of the solution of the mystery, and closed the incident officially by entering the missing Rarau up as "probably" having embarked on a passing cutter.

Our New Hebrides island is still a land of bushmen—more or less an "uncontrolled area". Dread of "poison" still holds mysteries of terror for nearly all our dusky tribesmen. While the Agent had been glad enough to leave it at the mild probability of embarkation somewhere or other, our district remained, uneasily, not so sure that Rarau's disappearance was not really due to the dark powers of "apte", as they call witchcraft.

Half a dozen bushmen knew the truth; and, though, for several months, their secret was securely locked in their own guilty consciences, yet at last rumours began to spread. That "murder will out", (or any other crime), is very true of native psychology; and inevitably someone who knows too much "tells out" his secret, probably as a boast, to one of his trusted friends. Once the ball is rolling, rumour gathers force.

The chiefs held meetings, and even searched the bush, with no result. The spot so clearly indicated in the current stories proved a blind . . . More meetings, more searches, growing certainty.

One morning, they gathered in large

numbers near my house. They were certain this time, as they moved off into the bush.

In the afternoon, as I said, they brought me some of his bones. The reconstructed drama of Rarau's disappearance was reasonably clear, at last.

Under a bent tree, well up in the bush, the earth had recently been disturbed, and here, they found just one or two small bony relics. That spot had been Rarau's first resting place in death. It was quite close to the commonly-used track. Rarau had been decoyed, and, at a convenient place, attacked by five men. The particular method of elimination of one's enemies favoured by our bushmen is a form of strangling. Quite early in the process, Rarau had almost surprised his assailants by dying before they meant him to. In fear, they quickly buried him beneath the bent tree, conveniently close at hand.

But when "people began to talk", panic grew in guilty minds, so that stealthily one night the tell-tale grisly members found their second grave, in the earth floor of the men's house in the village. There a few small bones were also found.

Rarau's third grave was the surest of all. Surprisingly enough, the murderers had disinterred the remains a second time, carried them by night a couple of miles to the coast and cast them into the deep blue sea.

I certainly did not want what bones were left! Neither did I see that much would be gained by raking up the whole affair. I did tell the story to the District Agent when I saw him next, and he agreed with me that officially Rarau had

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better remain an unsolved mystery.

For Rarau, poor fellow, had been no ornament to the community. Men in several villages around had been discovering that their wives could not be left alone in safety, even in their villages, and even in the daytime. It was rough, but it was justice.

Rarau is forgotten now. A few pigs, as a present from the murderers' village to the dead man's friends, settled all accounts.—P.

Mrs. Colardeau, wife of Mr. E. Colardeau, one of the most influential French planters in the New Hebrides, died from blackwater fever in Vila Hospital on July 8. Blood transfusions were tried in a desperate attempt to save her life, but without success. The Colardeau family is one of the best known in New Caledonia.

WHY SOME TONGANS STEAL

Very Small Salaries of Responsible Officials

From Our Own Correspondent

NUKUALOFA, July 10. FOLLOWING the disclosures of embezzlement of Government funds by the young Tongan Government clerk, Uliti Balu, a serious complaint has been laid against another young Tongan official in a responsible position, alleging that he was an accessory to certain forgeries made on Government voucher pay-sheets in connection with the wages of a Government workman at Haapai. The Government Auditor has made an investigation, but no official action has yet been taken.

These incidents direct attention to the salaries of Tongans, other than Cabinet Ministers, in the Tongan Civil Service. They were fixed at least 25 years ago and should be brought under serious review. Study of the numerous cases of peculation of public funds by Tongans give rise to the conclusion that, in almost every case, the primary cause has been the smallness of their salaries.

With a few exceptions, Tongans in the Civil Service receive salaries as clerks, graded into four classes, with the following salaries per annum: First Class, £115-£175; Second Class, £90-£115; Third Class, £70-£90; Fourth Class, £50-£70.

Taking into consideration the quantity and quality of their work, as well as the high cost of living in Tonga, it is not necessary to stress the fact that these figures are inadequate.

Uliti Balu, although he was in sole charge of the Tongan Government Savings Bank, and of the cash used daily by the Tongan Government at the Treasury, was only a second-class clerk, receiving £115 per annum. Another man recently under investigation held a post formerly held by Europeans only, occupying a £300 position on only £175, as a first-class clerk.

Due to the advance in education, and the practice of filling Government posts only from successful candidates in the competitive Civil Service examinations, and from young Tongans educated abroad, the present Tongan official is obviously superior to his predecessor of 25 years ago.

Further, it is absurd to expect the educated Tongan of to-day to live as did his forebear of half a century, or even a quarter of a century ago. Western civilisation has made vast changes in his economic and social life.

The Tongan official, who more often than not has a family, finds it difficult to struggle along on his small income. Frequently, as a result, he gets himself hopelessly tangled up in debts with the local traders, and having no means to free himself from this, sometimes resorts to embezzling Government funds.

It may be pointed out that Tongan officials have their own lands, and are given every Saturday free to grow their own foodstuffs. These factors were taken into account when the present basis of their salaries was fixed, and were considered as sufficient compensation for any lack in them. But subsequent experience shows that the one day free per week is not enough for the growing and tending of sufficient foodstuffs to meet daily requirements. In fact, they are forced to employ helpers to tend their food-gardens, with monthly wages from £1 to £2. This expense, of course, has to be met from their salaries, for any possibility of defraying it from proceeds of the sale of copra, if any, from their lands, is entirely negated by the present low price of that commodity.

Mr. A. S. Hermes, of Ba, Fiji, who underwent an operation for appendicitis in Sydney in July, is making a rapid recovery.

Dr. Charles Evans Maguire, who was in the Fiji Health Service about 30 years ago as M.O. in the Taveuni and Rewa Districts and later was in charge of the Suva Hospital, died recently in London at the age of 67. After leaving Fiji, he went to Tonga as Chief Medical Officer and instituted a Government medical service throughout the Group.

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A QUEER FISH!

BY "AMEL"

"YES", I muttered earnestly to myself, as I breathed on the No. 5 spinner, and gave it a final polish, "there's absolutely no reason why I shouldn't catch a fish this afternoon. No reason whatever. Fiji is at its best and brightest. The tide is rising, the sun is shining, the wind is blowing, the birds are singing . . . and I've tied a piece of red wool on the hook. Whoopee! Here goes!"

I slid the "Queen Mary"—eight foot nothing and a trim little lugger—into the river, clambered aboard, shipped the oars and set off, holding the fishing line between by toes and paying it out as I went.

My three dogs yelped ecstatically and galloped along the river bank.

For the first mile or so, things went swimmingly, what with admiring the scenery, and stopping every five minutes to examine the line for a possible fish.

Successfully negotiating a low-hung bridge by the simple method of parting my hair in the middle and bending gracefully from the waist, I passed the mile-and-a-half mark without mishap.

Immediately afterwards I felt a strong tug on the line!

With glorious visions of landing the Great-grandfather of all saqas, I unshipped the oars and gave a lusty haul.

To my amazement, a canine yell rent the air! I jumped, and looked, and saw Laddie, the leader of my three dogs, swimming the river with a funny look in his eye.

"Just giving me a bit of encourage-

ment", thought I, smugly, and hauled again!

This time, the yell was ten times louder, and I suddenly awoke to the fact that, instead of the Great-grandfather of all saqas, I had hooked my dog!

The situation was ticklish. Dog or no



Launching the "Queen Mary."

dog, I did not want to lose that spinner. I fretted and fumed and tried to coax him towards me, but it was no good. He just kept on swimming, so I followed gently in the "Queen Mary".

Unfortunately, however, Laddie's sense of direction slipped, for he led me into a tangled mass of mangrove, where I gibbered and waved my arms and endeavoured to prevent the boat from capsizing, while he draped himself over a mangrove root and howled blue murder.

The hook had got under his skin, and he wasn't too thrilled about it. I edged

closer, but the more I edged the more he howled; and every time he howled the other two chimed in, until the pandemonium was something awful.

Sundry Fijians, with ears flapping and sulus flying in the wind, hastened from the nearby village to see who was being slaughtered. As the drama was enacted behind a screen of mangrove roots, they didn't see much, but I'll bet they heard a jugful!

Just as I regretfully decided that I couldn't stand the racket any longer, and the line would have to go, the unexpected happened.

Laddie and a square inch of his epidermis parted company, and he was free!

While he made a bee-line for terra firma, I thankfully rolled the line in, and rowed home. One dog-fish per day was enough for me!

TRADING VESSEL WRECKED

IT is reported that the New Hebrides trading vessel "Kobiloko", which formerly was operated in the Solomon Islands by Lever's Pacific Plantations Pty., Ltd., was wrecked in the vicinity of Santo, N.H., recently. All on board were saved.

Miss E. A. Brabin, B.A., who has been a member of the Methodist Mission's staff in New Britain for three years, returned to Australia by the last "Tanda". She is at present in Tasmania, spending furlough with her family.

Mr. Fred. Betham, a well-known and popular resident of Western Samoa, and a champion tennis player, has been transferred to Wellington, N.Z.



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WHY MISIMA PRAYED!

From a Special Correspondent

WHEN the "Laurabada" came into Bwagaia harbour with the Amalgamation Committee, last month, most of the European population waited grimly on the shore, and openly prayed that the distinguished visitors, in landing, would fall from the Government wharf into really wet water.

The Committee, being cautious and good jumpers, got safely ashore, to the blasphemous disappointment of our community.

Few places in Papua produce more solid revenue than Misima; yet, for two years, our wharf (the channel of all our communication with the world outside) has been literally falling to pieces. The

Government, at one time, bought new piles, and landed them beside the crumbling wharf. They are still lying there. Tenders were called for the erection of a new wharf: but no contract was let. Then it was reported that men were coming from Australia to do the work by day labour: but there is no sign of them yet.

Maybe, when all the mines are worked out, and Misima deserted, the work will start.

Monsieur Laffete, well-known resident of New Caledonia, died recently at Nouville where he had been living in retirement. He was 85 years old.

Mr. C. E. Ahrens, B.Sc., Agr., of the Methodist Mission's agricultural station at Navuso, has had a breakdown in health and has left Fiji for New Zealand.

MEMORIES

MANY years ago, the following poem was written by the late Mr. J. M. Masterton, who was then British Vice-Consul at Tonga.

More recently, the poem has been set to the music of a song by Mr. A. Wycliffe Servante, who is a resident of Nukualofa, Tonga. The music appears to be as beautiful as the words of the poem, and the song has been published under the title of "The Pilgrim", a pianoforte solo, by Messrs. A. Weeks & Co., Ltd., of London. Mr. Servante has sent us a copy of the song and we understand that it has been favourably commented upon by reviewers.

Evening's fingers, bars of sombre tinting,
Dim the glories of the sunset on the sea;
One by one, pale stars above me glinting,
Mark another day's decline for me.

I lie dreaming, while the shadows darken,
Linked with memories of long-dead,
flowering days;
Calling, calling one who cannot hearken,
Straying, once again, through love-
charmed ways.

Comrade of the sea and sunset only,
I lie dreaming of what never more can be.
Allah, have compassion on the lonely,
Send forgetfulness and peace to me.

Fiji Supreme Court in a New Setting

THE Supreme Court of Fiji held its first sitting in the new Courthouse in Suva in June. The Chief Justice (Sir Owen Corrie) presided; leading officials assisted; and the following members of the Bar in Fiji were present: The Attorney General (Mr. E. E. Jenkins), Sir Henry Scott, K.C., Mr. Robert Crompton, K.C., Messrs. R. A. Crompton, W. Davidson, S. H. Ellis, G. F. Grahame, S. Hasan, D. M. N. McFarlane, Robert Munro, J. S. M. Park, and H. M. Scott.

An interesting account of the history of the Supreme Court in Fiji was given by Sir Henry Scott, while Mr. Crompton recalled some amusing memories of Court sittings and conditions.

The Chief Justice, after formal acknowledgments, described in humorous vein, some of the strange Courts he had sat in, in various parts of the Empire. One was in a small room over the stables of the mounted police, and while the utmost efforts were made to keep the stables clean, proceedings were conducted in what could only be described as a horsey atmosphere. Another Court-room had a large hole in the roof, and it did not make it any easier for him to know that the damage had probably been caused by his own battery. One Court in which he sat was in the local theatre, where the judges took their place before the footlights. They dealt with a most interesting murder case and they played for three days to crowded houses, and on the whole, he believed, gave complete satisfaction. On rising for lunch on the first day they realised that there was a drop-scene behind them, it represented the interior of a dungeon. A change was asked for, and after lunch they had a garden scene. He was told that if the owners had thought a death sentence was going to be passed, they would have put up the dungeon scene.

Mr. P. N. Johnston, of the Colonial Sugar Refining Co., Ltd., Sydney, has been transferred to Penang, Fiji.

Pastor W. J. Westerman returned to Australia by the "Wanganella" from New Zealand at the end of July, after visiting Seventh Day Adventist Mission stations in Tonga and Samoa.

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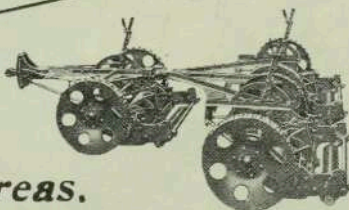
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Agents

P98

TOBACCO GROWING IN SAMOA

FROM time to time European settlers in Samoa have tried to grow a good brand of tobacco leaf, and all, except Father X. Haller, of Leauvaa, abandoned the project as impossible (says the "Western Samoa Mail"). After six years of experimenting he now is certain that it is possible to cultivate and to sell in Samoa a good brand of cigarette tobacco.

He obtained seeds from all the noted tobacco-growing countries throughout the world, hoping to find one particular seed that would yield a leaf with a rich flavour, but this proved too difficult. Then he endeavoured to gain his object by blending different kinds, giving samples of each blend to friends for

their use and opinion. To-day, it is generally agreed that the blend now obtained is really good and worth a trial.

Father Haller is satisfied that he has accomplished something at last in placing before the public cigarettes retailed locally at sixpence per packet of 15. When his present stock of tobacco is used up, Father Haller does not intend to continue planting, but hopes that a capable planter will come forward and carry on the work.

Hon. C. R. Field, Director of Public Works in New Guinea, returned to Rabaul in July, after spending furlough in Western Australia. He was accompanied by his wife and daughter, Margot.

First N. M. P. In The Gilberts

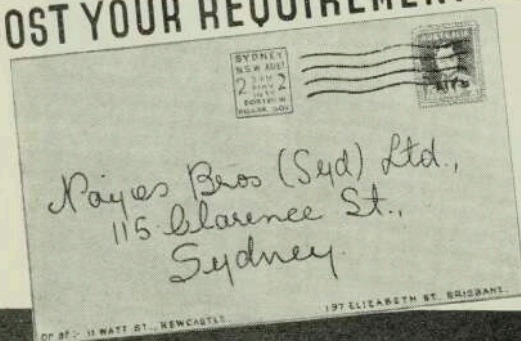
I LEARNED recently that an old friend, Soane Puamau, Roko Tui Lau, had passed on at Lakeba, Fiji (writes Mr. H. H. Hickling, Resident Agent at Mangaia, Cook Islands). During the time I was stationed at Lakeba, I came to know him well. He was a Lauan and one of the first students of the Medical



The native administrative staff at Lakeba, Lau Group, Fiji, a few years ago. Back row—the Buli, Puamau, H. H. Hickling, native magistrate. Front row—foreman, clerk, foreman.

School in Suva, nearly 35 years ago. He was first N.M.P. in the Gilbert and Ellice Group, and spent 30 years there, during which time he married a Gilbertese woman and reared a family of five. On his leaves, he would visit Suva or Sydney, and I think I am correct in saying that he was not once able to visit the Lau Group until he retired from the medical service, and was sent to Lau as Roko. The group photograph herewith is of the native staff at Lakeba, Lau, and shows Puamau the second from the left, at the back.

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JAPANESE NOT ALLOWED TO LAND AT PT. MORESBY

From Our Own Correspondent

PORT MORESBY, July 25. PERMISSION was refused last week for a number of Japanese from the Japanese trading vessel "Takachiho Maru" to land in Port Moresby to wait for another vessel.

Before she arrived to unload cargo for Steamships Trading Co., Ltd., a wireless message was received from the ship requesting that several Japanese be permitted to land and stay until the arrival of the Dutch steamer from Sydney. The travellers were not allowed to land in Port Moresby, but it is understood that the men and the crew were permitted to "stretch their legs" at Napa Napa, across the harbour from the town.

Cargo was unloaded from the "Takachiho Maru" the day she arrived and she left port for Noumea at mid-day the next, the 22nd.

DATA FOR PLANTERS

THE New Guinea Agricultural Gazette for June, 1939, contains the usual budget of interesting and valuable articles, written by experts. Three notable articles—"Copra Infestation", by John L. Froggatt, "Oil Planting in Sumatra", by G. H. J. van der Sluys (of Ralabang, New Guinea) and "Suggestions for the Improvement of New Guinea Copra", by E. Caulfield Kelly.



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TONGAN FINANCES

From Our Own Correspondent

NUKUALOFA, July 4.

THE comparative statement of the revenue and expenditure of Tonga for the half-year ended December, 31, 1938, shows the following figures.

	1938.	1937.
Native taxes	£6,168	£6,441
Customs	15,155	18,138
Port and wharfage	1,190	1,250
Licences, etc.	2,329	2,555
Court fees	2,567	4,097
Post Office	1,787	770
Rents and interest	4,936	4,653
Miscellaneous	132	339
Total	£34,264	£38,243
Expenditure	£34,074	£30,540

The increase in the revenue from the Post Office is due to the large sale of the Commemoration stamps.

Water Supply for Pt. Moresby?

From Our Own Correspondent

PORT MORESBY, July 19.

MR. D. S. HUNT, of Perth, Western Australia, the contractor for the Defence Department's water supply at Darwin, Northern Australia, paid a hurried visit to Papua by airliner on July 10, returning by the same plane on the 12th. Residents of Port Moresby hope that Mr. Hunt's visit will have some bearing on the suggested water supply, so urgently needed for the growing township and the defence garrison's requirements.

MOSQUITOES**Their Habits and Control**

Letter to the Editor

MY attention has been drawn to an article "Mosquitoes—The Pervading Pest of the Tropics" in the February issue of the "Pacific Islands Monthly" which calls for some correction.

Mosquitoes have always been present in Great Britain and are well-known in Norway, Sweden and Labrador. Malaria was, at one time, endemic in England. During 1914-1918 there were original cases of malaria in Flanders and there still are numerous cases of endemic malaria in Holland.

Mosquitoes the world over are found breeding in stagnant or slowly moving water on which they lay their eggs. Specialised species lay eggs in rot holes of trees, leaf axils of taro, pandanus trees, other suitable plants, coconut husks, etc. Domestic and semi-domestic species breed in water in tins carelessly discarded by the householder.

Stegomyia aegypti, the intermediary host of dengue and yellow fevers, is purely a domestic mosquito. It breeds only in house tanks, flower vases, sagging roof guttering, discarded tins, meat safe protectors against ants, etc. This mosquito will breed in rot holes in trees near houses when all domestic water is denied to it, and the eggs will withstand desiccating and freezing.

All tanks should be securely protected with brass, bronze or rust proof steel gauze of 18 mesh and 33 gauge. All other water receptacles must be emptied at least once per week and all old tins com-

pletely destroyed. Sawdust impregnated with coal tar placed in rot holes and depressions in trees is an infallible preventive against mosquitoes breeding in such situations.

Your correspondent appears to be confused concerning the flight of mosquitoes. They will travel more than two miles without the aid of wind, and many miles with it. Mosquitoes are common, according to my own observations, at altitudes of over 6,000 ft., and have been found at elevations of over 10,000 ft.

Trees of any description are not the natural home of mosquitoes, but only of the specialised few kinds which breed in rot holes, leaf axils and depressions in trees.

The normal feeding time of mosquitoes is any time from daylight to dark, although there are exceptions, i.e., *Culex fatigans*, a domestic mosquito and intermediary host of the periodic type of filaria, generally feeds in the dark at night, though it can be induced to feed in the light. *Anopheles* mosquitoes bite more commonly from about dusk until daylight.

Your correspondent is vague and confused when he calls a mosquito the

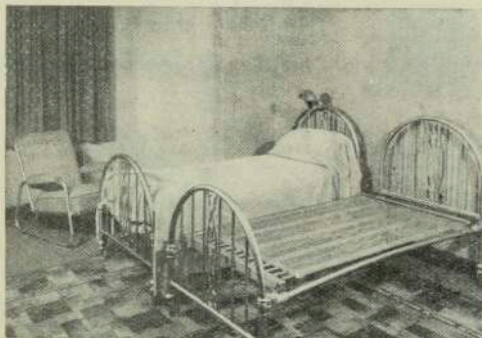
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"Culex Anopheles" because there is no such mosquito or other insect. Also, it may be stated that blackwater fever is not conveyed by any mosquito.

Anopheles mosquitoes of any kind are definitely not present in Fiji. Anopheles, for the most part, prefer to breed in sunlit situations, others are found breeding in partial shade. Very few species indeed breed in "the thick damp jungles and forests".

Elephantiasis is one of the after effects of parasitism by the filarial worm. Numerous young forms are discharged into the blood stream and elsewhere from the adult female worms. These young forms are the infective form for the mosquito. Many of the dramatic symptoms of filariasis, including elephantiasis, are due to mechanical effects such as obstruction of blood vessels caused by these young forms and their subsequent degeneration.

The breeding of mosquitoes in swamps may be controlled, and sometimes completely stopped, by the use of the Top Minnow (*Gambusia Affinis*). This fish should never, on any account, be put into creeks or running water. Where it is not possible to employ this fish, effective use may be made of sawdust, impregnated with crude oil, tied in a bag and the bag securely fastened to a stake, driven into the ground at the head or intake, so that the bag lies wholly in the water.

The use of petroleum or other light oils is both expensive and more or less futile on account of rapid evaporation in hot climates, tropical and temperate.

Personally I think too much weight is placed upon the value of the utility of the "Giant Mosquito" (a species of *Megarrhinus*) since this mosquito is not a ground water breeding species. It breeds in rot holes and depressions in trees and occasionally in discarded tins and bottles. In my experience I have never seen it even in coconut husks, much less ground water.

I am etc.,
FRANK H. TAYLOR.

Entomologist,
School of Public Health and Tropical
Medicine, Sydney. 31/7/1939.

ANTI-MALARIAL RESEARCH

From Our Own Correspondent

PORT MORESBY, July 22.
THE Papuan Administration in a further attempt to eradicate the malarial-carrying mosquito is enquiring into the results of recent scientific research which, according to reports, has discovered a disease due to fungus which attacks the insect in the larval stage of development. Mortality among larvae in a pond infected with the disease has been found to be very high. The conditions under which the disease will propagate are being closely studied with a view to its possible use as an anti-mosquito measure.

Should investigations prove satisfactory, it is likely that the disease will be introduced into Papua.

Much satisfaction has been given with the distribution of *Gambusia Affinis*, the small larvae-eating fish, which was first introduced into the Territory by Dr. W. E. Giblin in 1933, when he was G.M.O. at Port Moresby. These little fish were placed in all underground and other large tanks in the town, and also in all the fresh water springs and lagoons in the neighbourhood, with excellent results. Districts which had previously been

plagued by mosquitoes became entirely free of them.

It is understood that the *Gambusia Minnows* distributed to out-stations have also given satisfaction. There is, however, a humorous story that one resident on receiving a consignment of *Gambusia*, and not fully understanding their use, ate them. He reported them a failure, saying he much preferred white-bait in tins!

Special apparatus to ensure secrecy has been fitted at the Rabaul end of the radio telephone service with Australia. The equipment was designed and manufactured by Amalgamated Wireless (Australasia), Ltd. It scrambles the words as they are transmitted so that they are unintelligible, and an apparatus connected to the receiver restores their sense.

A gift of a steam launch has been made to the Presbyterian Mission by a Tasmanian supporter for Rev. W. F. Paton, of Ambrym, New Hebrides. At a dedication service recently, it was named "Percy Henry" by Mr. E. R. Henry, of Hobart, to commemorate the work for Presbyterianism generally of the donor's father, the late Mr. Percy Henry.

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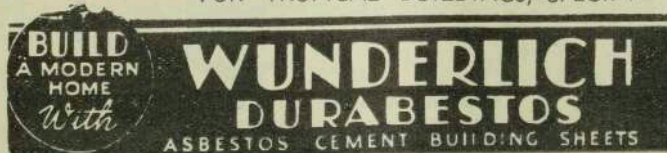
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The English luxury yacht "Sans Peur" (820 tons), with the Duke and Duchess of Sutherland on board, will make a cruise of the Pacific at the end of this year.

The steady advance made during the three years in which Southern Pacific Insurance Co., Ltd., has been in operation was described by the chairman, Sir Walter Carpenter, at the annual meeting on July 14. He said he expected to see the steady expansion maintained.

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NOTABLE WEDDING AT PAPEETE

From Our Own Correspondent

A CHARMING wedding, notable because of the high Islands ancestry of both the bride and groom, was celebrated at Papeete recently when Mademoiselle Mina Raanui Miller was married to Monsieur Henri Peetata a Hio. His Excellency the Governor and Madame De Gery were present and acted as witnesses, at both the civil and religious ceremonies.

The bride through her mother is descended from the royal Opoa clan of Raiatea, and the groom from a family of high chiefs of the same island.

Mr. and Mrs. Terence Gardiner, whose marriage took place in the Dudley Memorial Church, Suva, recently, have settled down now at Navua, where he is on the staff of the Fiji Pastoral Co., Ltd. The bride formerly was Miss Norah Gillon, of Auckland, N.Z.

Mr. Allan Carr, of Rabaul, N.G., married Miss Marjorie Cameron, of Sydney, at St. George's Church on July 22.

PATTERN SERVICE

EACH month we publish a Fashions design, patterns of which may be purchased by our readers direct from this office, post free. To obtain a pattern, print your name and address below, giving the number of the pattern and the bust size, and send to "Pattern Department", Pacific Islands Monthly, Box 3408R, G.P.O., Sydney; enclose also the price of the pattern in postal note or stamps. It will be sent by return mail.

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6711

6711.—This dainty afternoon frock in one of the new season's flowered silks has a softly shirred panel bodice and elbow length sleeves. The basque-like treatment of the waist-line presents a pleasing contrast to the simplicity of the Tudor neckline and the swing skirt, flaring away from the figure in four gores. Material required—32 in. bust: 4 yds. 36 in.; 34, 36 in. bust: 4½ yds. 36 in.; 38, 40 in. bust: 4¾ yds. 36 in.; ¾ yd. 36 in. extra for girdle all sizes; and ¾ yd. 36 in. extra for long sleeves, all sizes. Paper pattern, 1/1.

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Fashion Hints for Islands Women

By Therese

THE new season's printed silks are entrancing and combine with plain silks in the predominating shades with such success that one or two combinations simply must be included in every wardrobe. They come in white and dark foundations and are patterned with stripes, checks and polka dots. There are stripes for the morning, for the afternoon, for the evening, for dinner and cocktail wear, and all are treated in so many different ways that their charm will never pall.

Organzas, taffetas, moires and chiffons still hold pride of place for evening gowns—with a luxurious lame gown seen here and there. A similar lame Empire dress has the bodice defined with black velvet ribbons, the skirt falling in soft folds. Black velvet ribbons again feature on a gown of black lace over shining silver, but this time in the shape of bows that are appliqued here and there over the voluminous skirt.

VELVET bows, by the way, are now very popular, and are used frequently on evening gowns—large bows pinned on taffetas skirts, and tiny bows adorning the swing skirt of chiffon frocks. But whatever their size, they are all feminine and alluring—in fact femininity seems to be the keynote of all the new season's clothes.

Of equal importance with the gown of bouffant proportions is the slender sheath gown with fulness spreading from the knees, but it calls for foundations par excellence. The sheath is seen in many delightful variations—one such gown of black satin has a huge bow from shoulder to shoulder, draping down the bodice to form a half bow on the right hip. Gleaming buckles at neck and hip seal it with perfection.

THE two tiered skirt of pre-war years has come back, but with a difference.

The tiny bodice of a gown of silver threaded lace directly contrasts with the generous fulness of the tiered skirt which hugs the waist with rows of shirring. The tier of the skirt dips below the knees in the front in a fascinating manner.

That old love, lace, is very fashionable again and appears in a sheath gown that carries a matching scarf.

FLOWERS, as always, play a large part in Fashion's scheme of things and the charm of artificial French flowers is something to marvel at. Roses and violets in glorious array burst into bloom and thrust themselves at any angle, with complete aplomb. On the hip, on the skirt, on the bodice or in the hair are poised huge clusters of these lovely blooms.

Jewellery, too, comes under the heading of "important accessories" from single light pieces to heavy slave chains and bangles. The lighter, more fragile bits are more in keeping with Islands temperatures.

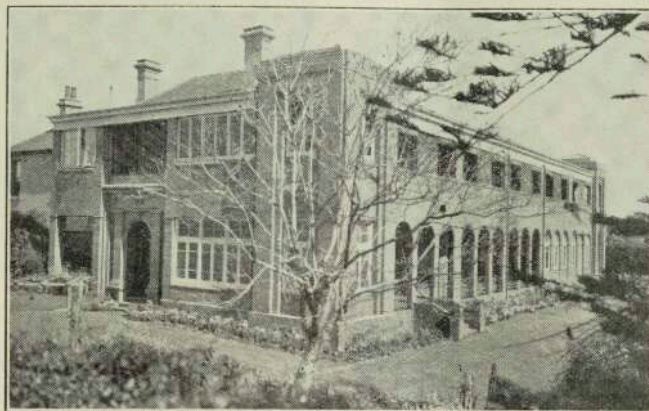
For day wear there are the most vibrant spun silk dresses in striped black and fuschia and other equally lovely combinations. These dresses fit in for almost all occasions, and the addition of a coat makes them the last word in chic. Leaf green is a lovely shade demanding attention and a formal afternoon frock of green crepe that trims the bodice with three tailored bows is a useful addition to any woman's wardrobe.

MOST arresting of the skirts and blouse combinations is the pink and royal blue striped blouse with full

black crepe skirt, worn with a royal blue cummerbund. A little jacket turns it into a three piece that calls forth cries of envy. The ensemble is worn with a quaint straw hat with rearing crown of fuschia that has a smartly upturned brim; or with a black velvet pill box worn with a snood for the more daring. Both hats are indications of what may be expected as the season advances.

Skirts are varied in shape. There is the princess with its flattering gentle flare coming from a slim and unbelted waist; the pencil-slim has not a flare to mar its smooth straightness; the peg-top juts abruptly at the hips and seems to taper at the hem; and the skirt that concentrates all its fulness in the front. The dirndl, too, looks as though it will have another successful season.

GLOVES are as attractive as ever and no set length is dictated. Fabric gloves are so excellent these days that they are accepted almost universally, particularly those carrying the cachet that



Meriden

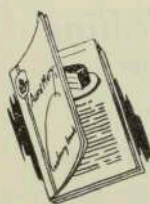
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hand stitching gives. Wash leather gloves, always beautifully soft and supple, can be worn successfully with formal and informal frocks.

Nearly all the smart young moderns have adopted the upward hair-do—if not for the day time, at least for evening coiffure. The last lingering doubts are being swept from feminine minds, and it is indeed an unadventurous soul who will not attempt to discover what glamour lies in its adoption. Many lovely accessories go with this style—combs, small and large, bejewelled and plain, help keep straying locks under control, and all sorts of intriguing designs have been introduced in the clip-on ear-rings that have ousted the old screw-on type. Some are shaped like a leaf and lie snugly along the ear, others have taken the shape of Japanese lanterns; and many of them are like jewelled flowers.

Sir Harry Luke, K.B., C.M.G., Governor of Fiji and High Commissioner for the Western Pacific, returned to Suva on July 25 after a tour of the main Central Pacific groups.

Rev. Father E. R. Davids left New Zealand on July 14 by the "Matua" on his return to the Cook Islands, after a visit to Holland.

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YOUNG SAMOA DRESSES UP



A charming group of some of the young people who took part in a pretty fancy costume concert held recently in Western Samoa and arranged by members of the Apia Symphony Orchestra.

—Photo: Tattersall's Studio.

Mr. Guy Cadden, manager of Steamships Trading Co., Ltd., Samarai, Papua, arrived in Australia on furlough by the July "Macdhui". During his leave, he will be married and will return later to Samarai with his bride.

Mr. Frederick Heinrich Werner, a pioneer agriculturist in the Baining District, New Guinea, died in Namanula Hospital, Rabaul, on July 21, aged 65. He first went to New Britain from Queensland in 1905.

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Some Comments on Roads, Royalties and Deficits

From Our Own Correspondent

WAU, July 24.

THE efforts made by Mr. Green (Kalgoorlie) in May and June in the Australian Parliament, to have the New Guinea gold royalty of 5 per cent. reviewed are appreciated in the Territory. Canberra, however, does not prepare or control the Territory's budget; and Canberra has not authorised the squandering of from £50,000 to £100,000 per year, derived from royalties through a period of eight years or more, on everything except that for which the levy of 5 per cent. was imposed—namely, the construction of a road from Salamaua to Wau.

On May 5, the Australian Minister stated: "The survey is being made in ten sections, so that there will be no delay of any kind. The road will be constructed as early as possible". Six weeks later, the Prime Minister stated: "From the papers which have come before me within the last few days, I can say that all preliminary steps are being taken expeditiously".

But the position now is obscure. The question of financing the undertaking is said to be causing difficulty.

The estimated cost is £150,000. Of this amount, £125,000 has been promised by subscribers to the loan. Is the Administration unable to find the small balance of £25,000 for a project which should prove a good 4 per cent. investment? We have heard that the Administration has received authority to operate on the Superannuation and Coinage Reserve Funds, which have a credit of £207,000, to provide for any deficiency in the fund for the construction of this road.

Timber, a valuable asset growing in profusion on our Morobe heights, enters into the road construction plan. But mining interests are not asking for a road suitable for transporting large lumber, but a road for supplies and machinery, the latter of which is brought in in reasonably small parts.

Even with a new industry ready to be opened up, it appears that a matter of £25,000 is holding up the road. Would not the £40,000 which, it is reported, has been squandered on the Mount Hagen-Sepik patrol, have been much better invested in a road giving improved industrial activities and increased revenue?

There are two courses open. One is to get ahead with construction. The other is to remit 4 per cent. of the present 5 per cent. royalty forthwith, and be content with the £600,000 which already has been received from this source and used in other ways.

Imagine the state in which the Territory finances would be without Morobe goldfield. Even with its large contribution (£100,000 per annum from royalty alone, disregarding customs and all other forms of revenue collected from the mining industry) it is understood that the Territorial balance at June 30 of this year shows a deficit. This, from a surplus of £60,000 at June 30, 1938 (twelve months after the eruption) is—to put it mildly—a sad state of affairs.

Rev. Father William O'Connell has joined the Sacred Heart Mission in the Arage District, New Britain.

NO PASSAGES TO FIJI

A Tourist Experiment That Failed

IN order to advertise the merits of the beautiful old town of Levuka, Fiji, as a winter resort, Mr. H. B. Gibson, a member of the Fiji Legislative Council, arranged for a party of eleven elderly gentlemen from New Zealand, who were interested in bowling, fishing, sun-baking, etc., to visit the town during the present winter. The plan had to be cancelled, however, owing to the inability of the shipping companies to guarantee passages to and from New Zealand.

Mr. Gibson has asked that the Fiji Government give attention to this matter. The tourist traffic to Fiji should be assisted and stimulated in every possible way—it is an ideal winter pleasure resort. There has been much grumbling, in the past couple of years, concerning the

inability of people, seeking passages to and from Suva, to get accommodation on the over-crowded trans-Pacific liners.

Mr. J. H. L. Waterhouse, F.R.G.S., F.R.A.I., who is in charge of the New Guinea Administration's Native School at Nodup, Rabaul, is the author of a small book, recently published by the Australian National Research Council, entitled "A New Guinea Language Book—Blanche Bay Dialect".

Mr. N. Nilsen, manager of the Emperor Gold Mining Co., Tavua, returned to Fiji in July after a vacation in the United States.

Mr. A. R. Parry, senior medical assistant at Kokopo, New Guinea, returned to duty in August, after long furlough. During several months' residence in Sydney, he attended the course in anthropology at the University of Sydney.

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Headmaster.

CONTRARY WEATHER IN CENTRAL PACIFIC

THE two tropical seasons, rainy and dry, have reversed themselves in the Central Pacific, says our Papeete correspondent.

The official rainy season of late 1938 and early 1939 was almost a drought in many Islands groups. May and June, usually dry months, have been full of squalls and storms, worthy of the height of the rainy season.

WRECK IN EAST PAPUA

Yacht "Lands End" Abandoned

THE "hoodoo" voyage of the Durban 30-ton ketch-rigged cruising yacht "Lands End", which ended on a reef in Eastern Papua on the night of June 8, was referred to in the July issue.

The following description of the wreck

has been received from a correspondent in Samarai:—

The wreck occurred at 11 p.m., about 15 miles from Sudest Island, on a reef known as East Point Reef. Visibility was very bad. When it was found that the vessel was holed, it was decided that the Captain's wife, Mrs. Jeffrey, and her daughter and a couple of the crew should leave the ship and pull for East Point, Sudest, where they eventually arrived the next evening. They spent the night on the beach, amid mosquitoes and rain. Next morning, they found a village, and the rest-house there was placed at their disposal, and in this they stayed a week.

The members of the crew of the "Lands End" rowed about 30 miles to Griffen Point, where they found Mr. and Mrs. Moffat in their ketch "Gitana". They immediately set out to the rescue, and they soon located the wreck. Captain Jeffrey and his men secured what they thought necessary, and left for Misima. They stayed there until July 3 when they joined the "Lakatoi" and came to Samarai.

Later, the rest of the party came to Samarai in the "Alert", arriving on July 13 and bringing with them everything that could be moved from the wreck, even to the propeller and engine.

They have now abandoned the "Lands End" on the reef, where she lies high and dry. All the gear salvaged is now for sale in Samarai, and the future movements of the party are uncertain. They are trying to secure a suitable craft here to continue their interrupted voyage to South Africa.

Eaten Up with RHEUMATISM

& Backache

Now Fit as a Fiddle,
Thanks to Cystex

NURSE AT LAST FINDS A MEDICINE
TO END HER CHRONIC RHEUMATISM

Few people have the advantages of a Nurse in being able to call in the best medical advice for her health troubles, so the testimony of Nurse G. G. of Melton Mowbray is especially interesting to sufferers from Rheumatism and other Kidney and Bladder Troubles.

"I don't often try things from advertisements but I ventured to try your Cystex for Rheumatism which I have suffered from for years, and I feel I must tell you how much I have benefited from it after only a small box. I have now ordered from my chemist a large size and he tells me he sells a great deal of it."

(Sgd.) Nurse G. G.

6 YEARS' RHEUMATISM GONE

"I had suffered for about six years with Rheumatism in the legs. I had three injections in one hip which lasted four years and then was just as bad as ever. I took Cystex and the first dose put me right, but I kept on taking them for a month and I am quite free from ailments now."

(Sgd.) G. H. Gibbs, R.M.D. Wakefield, Nelson.

Both these people purchased Cystex on guarantee that if it did them no good they could get money back.

If you suffer from:—

RHEUMATISM, SCIATICA, NEURITIS, LUMBAGO, PAINS IN BACK, NERVOUSNESS, DIZZINESS, LEG PAINS, CIRCLES UNDER EYES, LOSS OF ENERGY AND APPETITE, PUFFY ANKLES, BURNING, SMARTING PASSAGES, or have to "GET UP NIGHTS"

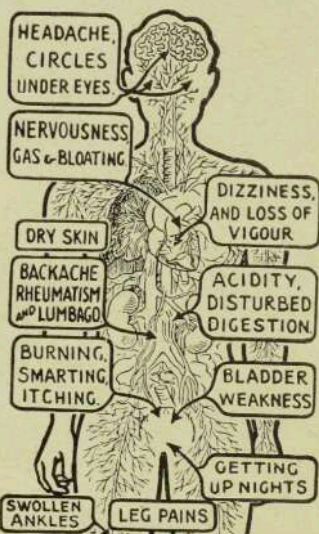
the chances are 100 to 1 that your kidneys are at fault, but you will soon be well again if you take the right medicine for these troubles.

Thanks to Cystex, there is now a positive, speedy, guaranteed remedy for all the troubles shown above. An eminent physician has discovered that every one of these ailments is due to kidney trouble, i.e., the faulty elimination by the Kidneys of waste matters, toxic poisons and acids (including the dreaded uric acid) from the system. This famous doctor has given his valuable prescription to the world, now known everywhere as Cystex—and approved by Doctors and Chemists in 73 countries—the medicine that must do you good or cost you nothing.



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tone and clean raw, sore, sick kidneys and bladder and to remove acids and poisons from your system, safely, quickly and surely, yet contains no harsh, harmful or dangerous drugs. Cystex works in these 3 ways to end your troubles:—

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The Defence of New Caledonia

THE following is from "Bulletin du Commerce", of Noumea, of July 8:—

We are betraying no military secret in saying that all executive powers are at present concentrated upon the problem of the defence of New Caledonia.

It is highly probable that M. Barthes, appointed Governor of New Caledonia, will arrive in Noumea about August 7, and will then take all necessary measures for the protection of our colony in case of war.

The French of New Caledonia are deeply conscious of their danger, and are convinced of the necessity for vigilance. Also are they convinced that every inhabitant of the colony will do his bit, without reserve, for the defence of the Colony, should the need arise.

At the recent Defence Conference, in New Zealand, attention was drawn to the danger to neighboring Pacific territories, if the French Colony of New Caledonia was left without the means of defence. In this connection, all anxiety will now be dispelled, for New Caledonia will soon have its armament programme. The arrival of M. Barthes will inaugurate action in connection with such programme. New Caledonia must have unanimity of effort, of discipline, and of will, for her defence.

The Mother Country will participate in this effort, but the French of New Caledonia must understand that the Mother Country cannot be allowed to support that burden alone.

Mr. T. R. F. Salisbury, formerly British District Agent in the New Hebrides, died recently.

No More Licenses for Wau, T.N.G.

From Our Own Correspondent

RABAUL, July 20.
WAU received a back-hander the other day in the local Licensing Court when Judge Phillips, as Chief Licensing Commissioner, told an applicant for a conditional permit, under the Liquor Ordinance, that two hotel licenses and a club license were quite sufficient for the mountains gold-town.

Two objectors appeared, to point out that the hotel business in Wau was on the wane. One said that the business had gone off by one-third since he took over the management in 1937, and his takings daily were under £20.

Although counsel for the applicant pointed out that, with the construction of the Salamaua-Wau road, there naturally would be an increase in business, this optimism did not impress the Commissioner. It was admitted, however, that the opening of a guesthouse had been instrumental in lowering lodging rates at one of the hotels, which found it necessary to come into line in order to get back the business.

It was stated that a big firm had a monopoly of the hotel business in Wau; but one of the hotel managers said he was not forced to buy from that firm—he only did so because that firm was the best market in which to buy.

Personally, I do not see what difference it makes, whether there are two or twenty licenses in a town; the same amount of drinking will go on. The margin of risk lies with the publican, in getting the business, not with the public in drinking. And a little competition is the life of the trade—not the strife of trade, as some would have us believe. That's what we really want in New Guinea—competition.

A Celebration in the Central Pacific

From Our Own Correspondent

TARAWA, June 30.
THE commemoration of King's Birthday in the Gilbert Islands is no half-hearted affair.

Over a thousand natives from Tarawa Group and adjoining islands commenced their migration, about the beginning of June, to Abakoro, near the northern end of the Tarawa Lagoon, to be in readiness for the "Flag" ceremony and the full day's sports meeting of June 8. The population of Abaiang Island were given official permission to be absent from their island for one week. Feasting was the order of the day and dancing was the order of the night, during this hectic period.

The elders of Betio village went as a deputation to Burns Philp (S.S.) Co., Ltd., to hire the Co.'s 10-ton punt and a launch for the transport of natives to Abakoro on June 7. Abakoro was like a busy shipping port, with its collection of cutters, luggers, auxiliary vessels, open boats and canoes from all parts.

The official ceremony at the flagstaff—always a matter of the keenest interest to the native—was conducted by the Acting Administrative Officer of the Central Gilbert Islands District, Mr. D. C. I. Wernham, and was followed by a comprehensive programme of sporting events and feasting. The night was given over to singing and dancing.

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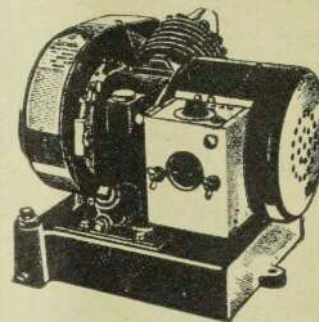
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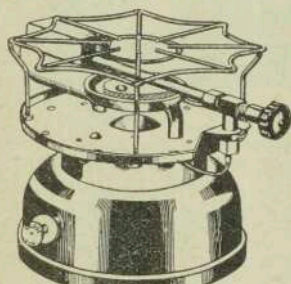
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RADIO AND NOVELTY CATALOGUE.

THE 1939 edition of the "Wonder Book" catalogue, issued annually by Levenson's Radio and Novelty Store, Sydney, is now on the press and will appear in September. The booklet contains a concession certificate, enabling the holder to obtain 22/- worth of goods for £1. Islands residents and traders interested in radio, jokes, puzzles, spinning wheel games, and coin-operated machines can procure a copy of this comprehensive illustrated catalogue, wherein are listed the latest novelty lines from all over the world, by sending 3d. to Levenson's Radio Co., 226 Pitt Street, Sydney.***

Rev. H. Taylor, of the London Missionary Society, arrived in Sydney from England, where he has been spending leave, by the "Narkunda" early in August. For 10 years he has been in charge of the mission station on Niue Island, and is now on his way back to Central Pacific.

No 500 Coleman Speed-Master STOVE



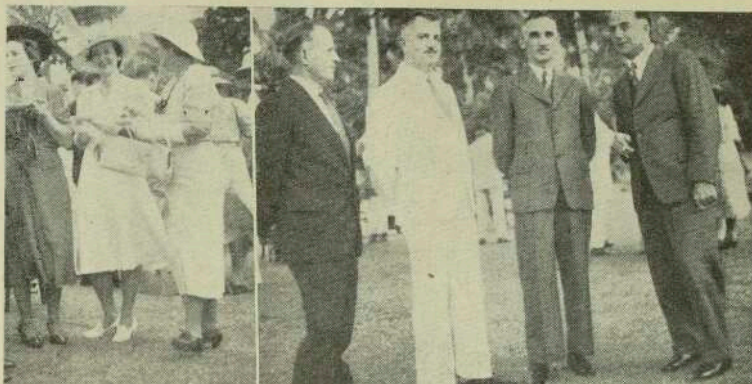
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OFFICIAL BRITISH RECEPTION IN TONGA



Photographs taken at the Garden Party given on June 8 by the British Consul in Nukualofa, Tonga, in honour of the King's Birthday.

TOP LEFT: Miss R. Crocker, Mrs. G. Goodaere, Mrs. Tate. TOP RIGHT: Mr. O. Sundin, Mr. W. Ostermann, Mr. F. Schober, Mr. A. L.

Armstrong (British Consul at Nukualofa).

LOWER LEFT: High Chief Ahomee, Miss T. Balu, Mrs. Tubou Fanua, Mrs. J. Skudder, Miss Fetutuki Oneone, Mr. J. Skudder, High Chief Kalanivalu. LOWER RIGHT: Mrs. A. I. Armstrong.

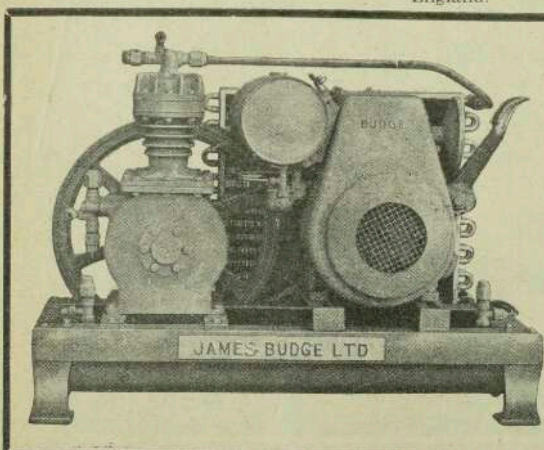
—Photos by Hettig.

Major E. B. Ayris, of Wau, was relieved by Mr. B. W. Sherman at New Guinea Goldfields, Ltd.'s native hospital early this month when he went on furlough.

Mr. B. W. Taylor, headmaster of Namuka Government School, Fiji, and Mrs. Taylor, are now spending long leave in England.

Mr. N. D. McWilliam, Patrol Officer in the New Guinea Administration, who has been stationed in the Bena Bena District, arrived in Australia by the July "Neptuna" on furlough.

Mr. E. Serafini, engineer, of Rabaul, arrived in Sydney on three months' furlough by the July "Nankin".



REFRIGERATION ...

"BUDGE" Automatic or Manually-controlled Refrigeration and Ice-making Plants, with or without insulated Cabinets or Rooms, ranging from 4 cubic feet to 1000 cubic feet or larger, using ammonia in the large and sulphur dioxide (SO₂) in the small units. Where electricity is not available, crude oil engines may be utilised for driving the larger plants and petrol engines for driving the smaller machines. The accompanying illustration is of a petrol engine driven SO₂ unit. Enquirers please state power available (if any), size of cabinet and amount of ice required per day.

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ISLANDS MINING NEWS

From Fiji

LOLOMA (FIJI) GOLD MINES, N.L.

L OLOMA (FIJI) GOLD MINES, N.L.'s financial year did not close until July 31, but production for the four weeks ended July 12 completed the returns for 52 weeks. In that period the mill ran 7,694 hours, treating 27,767 tons of ore for a return of 37,254 oz. of gold, an average of 26.8 dwt. a ton. In addition, 7,770 oz. of silver were recovered, equal to 5.6 dwt. a ton.

For comparison, from the end of September, 1937, when treatment operations began, to July 13, 1938, 18,036 tons of ore yielded 22,074 oz. of gold (24.6 dwt. a ton), and 5,589 oz. of silver (6.2 dwt. a ton). Net profit for the year ended July 31, 1938, representing 10 months' operations, was £83,793, and two dividends of 1/- a share, absorbing £82,500, were paid. In the current financial year three dividends, each of 1/- a share, requiring £123,750 have been distributed. Another has been declared, payable on September 8.

Tonnage treated and gold recovered in the four weeks ended July 12 are both records for the company. Recent returns are compared below:—

	May 17.	June 15.	July 12.
Mill ran, hours ..	643	569½	649
Ore treated, tons ..	2,390	2,244	2,548
Head value, dwt. ..	27.7	27.7	27.7
Gold, fine, oz. ..	3,172	3,007	3,408
Dwt. a ton ..	26.6	26.8	26.7
Silver, fine, oz. ..	697	580	905
Residues assay, dwt. ..	1.15	0.9	0.95

MOUNT KASI MINES, LTD.

Latest yields from the Mount Kasi mine at Vanna Levu are compared in the following table:—

	Four weeks ended			
	Apr.	May	June	July
Ore, tons ..	19.	17.	14.	12.
Gold, fine, oz. ..	2,826	2,893	2,355	2,662
Value, £A ..	633	669	592	622
Value, £A ..	5,538	5,854	5,180	5,442

EMPEROR GOLD MINING CO., LTD.

The financial year of Emperor Gold Mining Co., Ltd., ended on June 30. In the 52 weeks to July 12, 178,164 tons of ore from the Co.'s mine at Vatukoula, Fiji, were crushed for a return of 52,371 oz. of gold, a grade of 5.9 dwt. a ton. Treatment operations in the last two financial years are compared hereunder:—

	1938.	1939.
Ore crushed, tons ..	128,008	178,164
Gold, fine, oz. ..	38,591	52,371
Grade, dwt. ..	6.2	5.9

The Co. has declared a dividend of 6d. a share, payable on August 31. This is the Co.'s fourth distribution. It will absorb £47,500 and bring total payments to £237,500. Other dividends have been: 1938: November 10, 1/-; 1939: February 24, 6d.; May 31, 6d.

Treatment results for the four weeks ended July 12 show that recovery of gold improved, with a corresponding drop in the assay value of residues. Returns for the last three four-weekly periods are compared in the following table:—

	May 17.	June 15.	July 12.
Crushed, tons ..	13,912	14,162	13,971
Head value, dwt. ..	6.81	6.86	6.64
Yield, oz. (est.) ..	4,033	4,103	4,104
Dwt. a ton ..	5.8	5.8	5.9
Residues, dwt. ..	0.55	0.71	0.46
Concentrates, tons ..	28	38	8
Containing oz. (est.) ..	180	266	112

From New Guinea

SANDY CREEK GOLD SLUICING, LTD.

A T the annual meeting of Sandy Creek Gold Sluicing, Ltd., on August 1, the chairman (Mr. H. B. Jamieson) said that it was impossible to estimate the life of the Co.'s holdings, but the board considered that, within three years, a considerable reduction in gold recoveries might be expected, due to the lack of workable ground in the present property. They were, therefore, keeping a reserve of readily available cash, and were seeking opportunities to extend the Co.'s activities. The investment of £1,000 in Gold and Power, which had been ratified at the last general meeting, should prove profitable, and the

estimated life of the working was 10 to 15 years.

During the year boxing operations at Poverty Creek became unpayable, and the equipment was transferred to Upper Sandy Creek, where the working was made more economical. The mine working cost had now been reduced to 1/3¼ per cubic yard.

A shareholder suggested that the capital of the Co., which was at present in 2/6 shares, might be consolidated into units of 10/- or £1. The chairman said that if the board decided that the proposal was desirable, shareholders would be called together further to discuss the matter. A reduction in the number of the Co.'s shares might permit a more regular payment of dividends.

Figures for the year ended April 30 are compared with the previous year in the following table:—

	1938.	1939.
Net Profit ..	£ 5,689	£ 19,172
Div. per share ..	3d	6d
Div. amt. ..	7,750	15,500
Forward ..	3,384	7,057
Depreciation, etc. ..	3,069	4,804
Treated, c. yd. ..	196,500	206,751
Gold, oz. ..	3,271	4,979
Value ..	£24,067	£38,733
Per cub. yd. ..	2/3½	3/9
Working cost ..	1/3¼	1/3¼

At April 30 current assets and investments, including cash £10,044, stood at £13,655, compared with £3,868 in the previous year. After writing off £190 for the year, preliminary expenses appear at £2,400.

A dividend of 3d. per share was paid in

Mining Ore Treatment Machinery

COMPLETE CYANIDE PLANTS SUPPLIED

Dorr Classifiers

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Oliver Filters
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FANS AND AIR HEATERS
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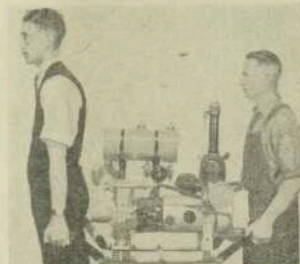
Output—

15,000 gallons to ½ gallon of benzine or kerosene per hour.
Pressure 60lbs. to sq. inch.
All heads up to 132 feet.

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December, and a dividend of a similar amount was payable on August 12, absorbing altogether £15,500, leaving £7,057 to be carried forward.

Production figures for July compared with the three previous months as follows:—

	April.	May.	June.	July.
Cubic yards	15,609	13,343	21,201	24,443
Gold, oz.	310	153	228	279
Per cubic yard ..	2/11 ³ / ₄	1/8 ¹ / ₂	1/7 ¹ / ₄	1/8 ¹ / ₂
Working cost	1/4	1/-	1/-	1/11 ¹ / ₂

SUNSHINE GOLD DEVELOPMENT, LTD.

The clean-up of Sunshine Gold Development, Ltd., for July yielded 271 oz. of gold. The plant worked 636 hours, treating 22,000 cubic yards. The yield for the previous month was 357 oz.

25 YEARS OF SERVICE

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NEW GUINEA GOLDFIELDS, LTD.

A progress report issued on July 17 by The Mining Trust, Limited, consulting engineers to New Guinea Goldfields, Limited, compared the production and profit for March, April, May and June, as follows:—

	Mar.	Apr.	May	June.
Edie Creek mill—				
Ore, tons	3,443	2,769	3,269	2,073
Gold, oz., fine	1,111	795	803	787
Silver, oz., fine	4,143	4,062	3,979	3,751
Alluvial—				
Gold, oz., fine	969	836	1,201	653
Silver, oz., fine	716	572	857	463
Golden Ridges mill—				
Tons treated	2,894	2,597	1,723	2,995
Gold, oz., fine	1,015	947	778	999
Silver, oz., fine	1,545	1,435	1,121	1,222
Operating profit—				
Edie Creek, £	2,523	*189	*865	*765
Alluvial, £	1,918	1,428	1,927	*699
Golden Ridges, £	1,627	1,555	176	1,556
*Loss.				

April production at all centres was affected by the Easter holidays and by heavy rains. The Edie Creek mill loss in May was due to low heads. Other operations were affected by heavy floods. Loss on alluvial in June was due to low value of the gravel treated.

BULOLO GOLD DREDGING, LTD.

Production of Bulolo Gold Dredging Limited's dredges in New Guinea from April to June was:—

	*April.	May.	June.
Cubic yards treated (four dredges) ..	1,777,000	1,329,000	1,255,000
Bullion, oz.	15,526	19,902	17,129
Containing fine gold oz.	10,713	13,732	11,819
Value of production £93,739	£120,155	£103,416	
Value, per c. yd. ..	/19.1	/21.7	/19.7
*Working profit ..	£54,127	£79,222	£65,686
*Two dredges were in low grade ground that had to be dredged as reached.			
†Based on gold at £8/15/- (Australian) an oz.			

From the Solomons

SOLOMON GOLD MINES, N.L.

SHAREHOLDERS of Solomon Gold Mines, N.L., at an extraordinary meeting on July 21, unanimously agreed to a resolution providing for the voluntary winding-up of the Co. Mr. Haddon A. Smith was appointed liquidator, subject to the supervision of the directors as an advisory board. Directors were authorised to dispose of all the assets of the Co. and to destroy the books and documents relating to the Co. after a period of 12 months.

Assets consist of cash and shares in Valikorta Gold Ridge. After this latter Co. has been placed in liquidation, Solomon Gold Mines will be in a position to make a distribution of approximately 20/- a share to shareholders. It is expected that payment will be made in two months' time.

From Papua

YODDA GOLDFIELDS, LTD.

YODDA GOLDFIELDS, LTD., made marked improvement in the year ended April 30, operations resulting in a profit of £2,118, against a loss of £405 in the previous year. Two dividends, each of 1/- per share, were paid during the year, and a final dividend of 3/- per share, requiring £1,093, is recommended.

Gold produced during the year amounted to 834 ounces, valued at £6,542, against a return of £3,640 in the previous year. The yield was obtained from 34,766 yards, averaging 3/9 per yard, compared with 41,010 cubic yards, averaging 1/9 per yard, in the preceding 12 months.

The annual report states that the present stocks methods of working the field with boxes and sluices is proving profitable. Total yardage blocked out for future work is approximately 364,100, of an estimated value of £57,820. It is anticipated that, in the current year, about 1,000 ounces of gold, valued at £8,000, will be produced. It is pointed out that, at this rate, yearly, the life of the mine, with the estimated yardage blocked out, would be seven and a half years.

A statement issued early in August showed that the amount of gold won during July totalled 70 ounces 2 dwt.

G.M. OF PAPUA, LTD.

Gold Mines of Papua, Ltd., announced in mid-August that because of the continued deterioration in value of the ore treated it had been decided to cease milling operations on August 19.

Prospecting work will be continued with a limited staff.

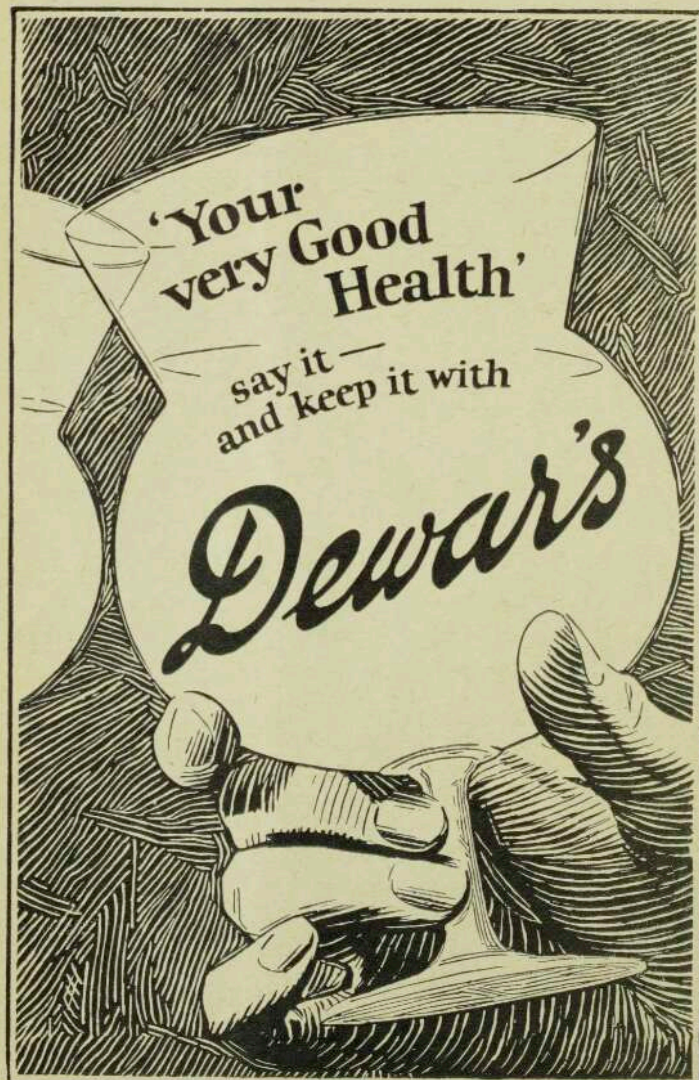
July production is compared with the previous three months in the following table:—

	April.	May.	June.	July.
Crushed, tons ..	2,616	3,007	2,850	3,067
Gold, oz., fine ..	339	323	253	246
Silver, oz.	1,076	1,100	1,142	1,059
Value	£3,150	£3,000	£2,400	£2,300
Residues, gr. ...	7.5	8.0	8.0	8.0

PAPUAN APINAIFI PETROLEUM CO., LTD.

Papuan Apinaifi Petroleum Co., Ltd., has been advised by the Commonwealth Oil Advisory Committee that a drilling plant for deep boring on the Co.'s area in Papua will be made available on certain conditions which govern landing and insurance. The Committee pointed out that the question of providing the plant with diesel engines will need further consideration, since this involves the expenditure of a considerable sum of money. The recommendation that a plant be lent to the Co. involves acceptance by the Co. of conditions specified under the Petroleum Oil Search Acts, 1936.

The Co., in July, reported that No. 4 scout borehole at Oiapu had reached a depth of 434



ft. in easy drilling mudstone. The strata became more sandy below 351 ft. Traces of oil were continuous below 182 ft. and these were stated to be more pronounced than in any of the previously drilled boreholes.

Another report, early in August, stated that a pocket of gas showing a pressure of more than 250 lb. per square inch was struck at 439 ft. Four-inch casing was set below this, at 444 ft., and boring continued to 581 ft.

It was further announced on August 8 that the borehole had reached a depth of 585 ft. Drilling was temporarily suspended while the hole was cemented. Arrangements are being made for the landing of the major drilling plant.

BORNEO OPTIONS, N.L.

An agreement had been entered into for the working of the manganese ore deposits in Papua of Borneo Options, N.L., the chairman (Mr. M. Finkelstein) told shareholders at the annual meeting on July 18. A Co. was being formed to carry out the agreement. Under the agreement, a minimum of 7,500 tons of ore a year must be mined, and the royalty for 5,000 tons payable to Borneo Options was £2 and 30/- over that amount.

The Co. would be known as Papuan Minerals and had no connection with Borneo Options. The area in Papua, covering 125 acres, was estimated to contain 50,000 tons of high grade ore and up to 100,000 tons of lower grade.

Mr. C. W. Herriot, solicitor for Papuan Minerals, said the new Co. would have a capital of £15,000. A total of 8,000 or 9,000 shares of £1 would be issued either in cash or for consideration. A cash guarantee of £3,000 had been made.

Mr. Finkelstein said that the agreement began from January 1, 1940, but mining might begin before then.

CUTHBERT'S MISIMA GOLDMINE, LTD.

Figures for the July clean-up from Cuthbert's mine on Misima Island, Papua, compared with the two previous yields as follows:

	May.	June.	July.
Mill treated, tons	2,698	3,010	3,107
Bullion, oz.	2,525	2,793	2,998
Gold, fine, oz.	617.6	770	808
Silver, fine, oz.	1,840	1,956	2,125
Estimated value	£5,052	£6,275	£6,525
Value per ton of ore	£37.3	41.8	42/-

*Reduced tonnage and grade, caused by heavy rains and sickness.

Development for June was: 382 ft., 535 tons of ore won from development, 2,475 tons from stoping, total 3,010 tons, average assay gold 5 dwt. 13 gr., p.t., silver 37 dwt. 19 gr., p.t.

MANDATED ALLUVIALS, N.L.

Mandated Alluvials, N.L., reports good progress in the preparatory stage of development of the two properties recently acquired, and it is anticipated that these will be brought into production at an early date. As part consideration for the purchase of these and other interests, there has been allotted and issued to Dominion Gold, Ltd., 2,000 fully paid shares. All debentures of the Co. have been repaid.

During July there were two further shipments of matte, Nos. 14 and 15, amounting to 76 tons. The preliminary assays show approximate contents as 604 oz. of fine gold, 1,545 oz. of silver, and 23 tons of copper, the net value of which is expected to exceed £6,000.

Quotations For Mining Shares

FIJI.

	Mid-Jan.	Mid-Mar.	Mid-Aug.
Emperor Mines	b9/11	b8/8	b9/11
Loloma	b20/6	b21/3	s25/6
Mt. Kasi	b4/-	b4/4	b2/9
Tavua Dev.	b2d.	b5d.	b2d.

NEW GUINEA

Bulolo G.D.	b £7/3/-	b £7	b £6/4/-
Enterprise of N.G.	b30/-	b30/-	b27/6
Guinea Gold	b15/2	b14/-	b13/3
N.G.G., Ltd.	b1/10½	b2/4	b1/10
Oil Search	b5/11	b6/-	s3/11
Placer Dev.	b £3/14/-	b £3 12/6	b £3/8/6
Sandy Ck.	b1 7½	b1/6	b1/5
Sunshine Gold	b8/1	b7/3	b6/5

PAPUA.

Cuthbert's	b16/9	s16/-	s16/6
G.M. of Papua	b3/-	b2/-	b6d.
Mandated All.	b2/8	b2/-	b3/8
Oriomo Oil	b8/-	b9/9	b5/-
Papuan Apinalpi	b5/-	b6/6	b4/11
Yodda Goldfields	b7d.	b7d.	b1/3

The Papuan Government's new vessel "Panawina", in charge of Captain Bentley, arrived in Port Moresby from Sydney on July 21, after a rough voyage owing to strong south-east winds. She has been built for official work in the South-Eastern Division.

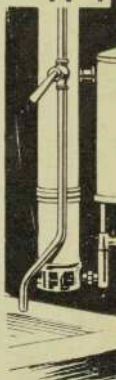
Mr. Charles Jackson, a Norfolk Islander who went to New Zealand 23 years ago, left Russell at the end of July en route to Tonga to supervise operations at the recently-established whaling station at Nukualofa. He is a veteran whaler and was harpooner for many years on the N.Z. vessel "Hananui".

Captain M. L. Singleton, who has been master of the Royal Colony ship "Nimanoa" of the Gilbert and Ellice Islands Administration for many years, is retiring shortly. Captain E. W. Harness, late Chief Officer of the "Nimanoa", will take over command.



HOT SHOWERS AND BATHS for any water supply

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AN ISLAND RECOMMENDATION

San Cristobal, British Solomon Islands.

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Yours faithfully,
(Signed) L. M. Campbell.

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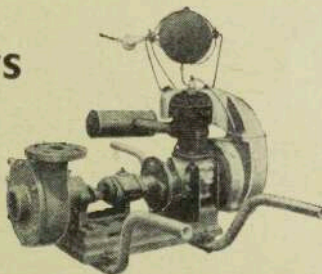
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and Petrol Engine Combination



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Price £39/10/-

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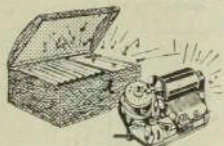
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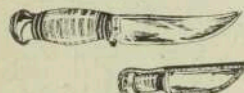
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No. 1—Sheffield made Throwing Knife in Sheath, 6/9.



No. 2—Remington, U.S.A. made, Hunting and Sporting Knives in Sheath, 10/6.

Pyrex Glass Insulators, 3/6 to 6/6. For Transmitting Aerial, Giant Pyrex Insulators, 30/-.

Games for all. Snooker Sets, 27/6. Roulette Wheels with cloth and instructions, 22/6. Bobs Balls (composition), 1 1/4 inch, 6/6, 1 1/2 inch, 8/6, 1 3/4 inch, 13/-, Indoor Bias Bowls—8 Bowls with Jack composition, 13/6.

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Ormond British Made Highest Grade Vernier Dials, 3 inch Brown Bakelite or Metal, 8/6. "UTILITY" Short Wave Dials—World's Best, 12/6.



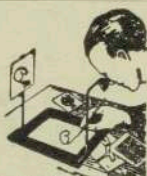
No. 1 Morse Code Practice Sets, with Switch Buzzer to Light, as you desire, 22/6 complete. No. 2, with Heavier Type Morse Key: 30/-. Pendograph Bug Key, 70/-. Adjustable Key (only), 12/6. High Pitched Buzzers, 4/6.



Just arrived from the maker in London, "Cosmocord" De Luxe Crystal Pick-me-up, with Built-in Vol. Control, 48/6. Write for Full List. Pick ups.



Like-a-Flash "Elimnoise" Aerial Kit for short or dual-wave sets. Aerial, Pyrex type Insulators, transposition blocks and 200 ft. aerial coil, 22/6. Eliminates unwanted aerial and hideous electrical noises from your dual-wave or short-wave sets.



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Giant Special Packets of Stamps with Free Gifts.

Packet 500 stamps, 2/6, with 1/6 free gift of stamps. Packet 100 stamps, 2/9, with 1/3 free gift of stamps. Packet 204 stamps, 3/9, with 3/8 free gift of stamps.

Entertain your friends and family. Surprise parcel of games and puzzles. The wire puzzle outfit, 2/-. The Conjurers Trick Box, 1/6. The Magic Coin Box, 1/6. Jafets Wallet, 1/6. 25/- for a Big Bundle of interesting Tricks, Puzzles and Jokes.

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Radio Text Book for Beginners, 5/-, including How to Learn Morse Code. Write for full list of Books or Radio. Bulgin Servicemen's Book, 2/-.

"Like-a-Flash" De Luxe Dual Wave 5 Valve Battery Operated Receiver.

This is one of the most powerful models in the battery set series, and the Radio Frequency stage of amplification gives the set a world range on short wave channels as well as full coverage range of Australasian "A" and "B" Class Broadcasters.

The set is also specially designed to give maximum service in humid climates, such as North Queensland and Pacific Island Territories. A vital part very vulnerable to "dampness" in ordinary receivers is the "Intermediate Frequency Section". In this set our Engineers have fitted special inductance tuned intermediate frequency transformers, which do not require trimmers. These units ensure correct alignment for a continuous period. An "8" Aero Dial calibrated in stations facilitates tuning. Valves used are: 2-1C4, 1-KK2, 1-1K6, 1-1D4. The speaker is the latest Amplion Permagetic Model, capable of high fidelity reproduction. Battery equipment consists of extra heavy capacity units as follows:—

1 2 Volt 100 amp. Accumulator.
3 Ever-Ready Superdine 45 Volt "B" Batteries.
1 Ever-Ready 4 1/2 in. "C" Battery.

The outfit is housed in a beautifully veneered floor model Console Cabinet.

PRICE: £22/5/-.

"LIKE-A-FLASH" 1939-40 AUTO. RADIO SET.

Suitable for installation in any make of motor car, truck, launch, or plane. A single unit 4-valve Radio Receiver fitted with triple purpose valves and special High Gain Coils. Long Range Reception guaranteed. Highest Grade Permagetic Magnet Speaker, lifelike. Excellent quality. Tonal Reproduction. Lowest possible battery current consumption. Synchronous Vibrator. Six month's free service. Fitted to car 30/- extra. Price: 16 guineas, cash only. Extremely low noise level. Easily and quickly tuned to the station you desire. Volume to please yourself.

"Like-a-Flash" 5 Valve Battery Operated Receiver for Broadcast Reception on Wave Lengths between 220 and 550 Metres.

This special receiver has world range valve model, but with a stage of Radio Frequency Amplification added. This gives the receiver long range and is capable of excellent reception from most Australasian stations.

Valves used are: 2-1C4, 1-1C6 or KK2, 1-1K6, 1-1D4.

Speaker is an "8" Amplion Permagetic Unit.

A very neat and attractive floor model cabinet houses all equipment. Battery consists of triple capacity units, as follows:—

1 2 Volt 100 amp. Accumulator.
3 45 Volt Ever-Ready Superdine "B" Batteries.

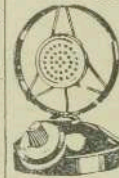
1 4 1/2 Volt Ever-Ready "C" Battery.

PRICE: £20/7/6.

Gramophone Pick up Heads, £6/5/-. Goldring English Pick-up Heads. Sult and Fit all Gramophone Tone Arms. Type 44/4 Pick-up Head with Built-in Volume Control: 19/6. Type 44/5 Pick-up Head, with Volume Control attached: 21/-, Type 33/3 Pick-up Head, with Highly Polished Nickel Finish: 18/6. Bakelite Cased Pick-up Head: 16/6.



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Just Out! Australia's Official Radio Service Manual, Vol. 2, 1939. This year's issue has over 400 pages of circuits and data of Australia's twenty-eight 1938 Standard sets in addition to twelve other chapters entitled:—Applying the Manual. The Serviceman's Test Kit. Radio Inductive Interference, its Causes, Location and Cure. Radio Symbols. Air Cell Maintenance and Installation. Radio Installations Regulations. Wire Tables and Service Formulae. Radio Manufacturers Colour Codes and Tables. Wave-length Frequency Conversion Tables. General Service Information, including Car Radio, Cathode Ray Oscillograph, and P.A. Equipment. Electricity Supplies in Towns throughout Australia. Valve Socket Connections of all valves used in Australia. Price, 7/6 (limp covers), 10/6 (stiff covers). Postage 8d. extra. This is the most valuable radio book ever published, for it is the finest aid to speedy reference a radio man could have. A limited number of Vol. 1, 1938, Service Manuals (covering 1937 circuits) available.

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DAILY — WEEK DAYS	
a.m.	
6.30	Market Reports.
6.45	National News Bulletin.
6.55	Early News Bulletin.
7.00	Physical Exercises.
7.10	Music.
8.00	Australian and Overseas News.
8.15	Music.
9.30	Story.
10.00	Daily Devotional Service.
10.15	Close.
12.00	Time Signal and Broadcast to Schools.
p.m.	
12.20	Wheat and Grain Report.
12.25	Stock Exchange Reports and London Metal Prices.
12.40	Commentary by "The Watchman".
1.00	Time Signal and News Bulletin.
1.05	Luncheon Music.
1.30	Afternoon Musical Programme.
5.30	Children's Session.
6.15	Dinner Music.
7.00	Market Reports.
7.15	Overseas News Service.
7.25	News Commentary.
7.30	Australian News.
7.40	Talk.
10.30	Late News.
10.40	Late Market Reports.
11.00	Music.
11.20	Summary of Day's News.
11.30	Close.
EVERY SATURDAY	
p.m.	
12.40	Music.
1.00	News Bulletin.
1.15	3.30 Description of current sporting and athletic events, interspersed with music.
6.00	Music.
6.45	Sporting Session.
7.15	News.
7.35	Sporting Highlights of the Week.
11.00	Dance Music.
12.00	Close.
EVERY SUNDAY	
8.00	News Bulletin.
8.15	Sporting Session.
8.30	Musical Programme.
9.00	Brass Band Music.
9.30	"In Quires and Places Where They Sing".
10.00	News.
10.10	Summary of Week's News.
10.30	"Singers of Renown".
11.00	Divine Service.
p.m.	
1.00	Luncheon Music.
1.30	Close.
3.00	Re-open—Talk.
3.20	Musical Programme.
6.30	"Adventures in Music".
7.00	Talk.
7.20	News Bulletin.
9.15	Talk on International Affairs.
10.15	News.
10.30	Close.

SEPTEMBER 1 TO 23.

Sept. 1 (Fri.)—8 p.m. Play; 9 Band Concert; 9.20 Vocal Recital; 10.10 Wireless Chorus.
Sept. 2 (Sat.)—8 p.m. George Robey (English

Comedian); 8.15 Krips Ensemble; 9.15 Comedy Harmonists.

Sept. 3 (Sun.)—7.30 p.m. Orchestral & Vocal Programme; 8 Play; 9.45 Music.

Sept. 4 (Mon.)—8 p.m. Serial; 9 Military Band; 10 Modern Composers.

Sept. 5 (Tues.)—8 p.m. Piano Recital; 8.15 Dr. Malcolm Sargent conducting Melbourne Symphony Orchestra; 11 Harry Bloom's Band.

Sept. 6 (Wed.)—1.30 p.m. Ascot Races; 8 Request Items; Variety Session; 9 Dance Music; 9.35 Comedy Harmonists; 10 String Quartet.

Sept. 7 (Thurs.)—8 p.m. Orchestral Music; 9 Talk—"Wool"; 9.30 Ballads; 10 Jim Davidson's Band; 11 Dance Music.

Sept. 8 (Fri.)—8 p.m. Play; 9 Military Band; 9.30 Vocal Recital; 9.45 Piano & Violin; 10.15 Jim Davidson's Dandies; 11 Dance Music.

Sept. 9 (Sat.)—1.15 p.m. Sporting Descriptions; 8-11 Old Time and Jazz Music.

Sept. 10 (Sun.)—7.30 p.m. Salon Orchestra & Singers; 8 Play; 9.45 Music.

Sept. 11 (Mon.)—1.30 p.m. Ascot Races; 8 Serial; 9 Military Band; 10 Modern Composers; 11 Musical Programme.

Sept. 12 (Tues.)—8 p.m. Violin Recital; 8.15 Comedy Harmonists; 8.35 Krips Ensemble; 9.15 Two Piano Recitals; 9.45 Jim Davidson; 10.15 Story; 11 Dance Music.

Sept. 13 (Wed.)—1.30 p.m. Ballarat Races; 8 Request Items; 8.30 Variety; 8.50 Marjorie Lawrence (Soprano).

Sept. 14 (Thurs.)—1.30 p.m. Ballarat Races; 8 Musical Comedy; 9 Play; 9.35 Comedy Harmonists; 10 A Farce.

(CONTINUED OVERLEAF.)

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Sunshine Full Cream Powdered Milk, 12oz. 1/2 tin; 13/9 doz.
Ideal Unsweetened Milk, 6oz. or 12oz. 19/4 case
"Rosa" Full Cream Cond. Milk (4 doz.) . . . 7/6 doz.; 28/- case
Plain Roller Flour, 50lb 4/6 bag; 8/9 tin
Arnott's Small Cheese Biscuits, No. 2 size . . . 2/7 tin
McIlrath's Crustless Cheese, 8oz. 7½d. pkt.; 7/3 doz.
Genoa Fruit Cake, 3lb. tin 4/3 tin
"Rosa" Jelly Crystals, 4oz. 4½d. pkt.; 4/- doz.
Best Australian Currants, loose 6d. lb.; 5/6 doz.
Best Australian Sultanas, loose 5½d. lb.; 5/3 doz.
I.X.L. Tomato or Vegetable Soup . . . 8oz., 5/3; 16oz., 8/3 doz.
Edgell Brussels Sprouts, 16oz. 10d. tin; 9/6 doz.
Gartside's Beetroot or Carrots, 10oz. . . . 5½d. tin; 5/3 doz.
Edgell Cauliflower, 16oz. 9d. tin; 8/9 doz.
I.X.L. Whole Tomatoes, 16oz. 8½d. tin; 30oz. 1/- tin
Yoga Tea, Choice Ceylon Blend, 1lb. . . 1/11 pkt.; 2/3 tin
Special Vintage Invalid Port, 26oz. . . . 2/6 bot.; 29/6 doz.
Special Vintage R.R. Sherry or Muscat, 26oz. 3/3 bot.; 38/- doz.

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TIKI TOHEROA SOUP

Packed in ½ and 1lb. tins.

The Flavor
appeals
from
the First Sip.

Sept. 15 (Fri.)—8 p.m. Play: 9.30 Wireless Chorus; 10 Ballad Concert.

Sept. 16 (Sat.)—1.15 p.m. Sporting Descriptions; 8 George Robey (English Comedian); 8.15 Comedy Harmonists; 9.15 Dr. Malcolm Sargent; 10.15 Lieder Programme.

Sept. 17 (Sun.)—7.30 p.m. Salon Orchestra (Harry Bloom); 8 Play—"Winterset"; 9.30 International Affairs.

Sept. 18 (Mon.)—1.30 p.m. Woodend Races; 8 Serial; 9 Military Band; 10 Modern Composers.

Sept. 19 (Tues.)—8 p.m. Vocal Recital; 8.15 Melbourne Symphony Orchestra; 10.15 Story.

Sept. 20 (Wed.)—1.30 p.m. Moonie Valley Races; 8 Request Items; 8.30 Variety Programme.

Sept. 21 (Thurs.)—8 p.m. Military Band; 8.30 Pianoforte Recital; 8.45 Musical Comedy; 10 Sydney Trio.

Sept. 22 (Fri.)—8 p.m. Play—"The Dominant Sex"; 9 Band; 9.20 Vocal Recital; 9.30 Harry Bloom's Dance Band; 10 Story.

Sept. 23 (Sat.)—8 p.m. George Robey; 8.15 Comedy Harmonists; 10 Spivakovsky Duo.

The power of the A.B.C.'s short-wave station VLR will soon be increased by from two to ten kilowatts, according to an official announcement on August 2. This should provide perfect reception for listeners in the Western Pacific.

DEPORTATION FROM NEW GUINEA

Terms of the Insurance Bond

THE Australian Minister for Territories has supplied Mr. E. J. Ward, M.P., with an explanation of the case of Mr. Roy Delbridge, who found himself unemployed in Wau, New Guinea, and who got back to Australia by having himself arrested as a destitute person and deported, at the Government's expense. He claimed that, as he had entered into a certain guarantee with the Yorkshire Insurance Co. the latter, in the circumstances, should have paid his passage to Australia, upon his application.

It is explained that persons may not enter New Guinea unless they are in possession of a return ticket, or can deposit £30 with the Administration, or supply a guarantee that, if left destitute, they will be maintained and transported to their home. Delbridge was sent to New Guinea by the Enterprise Company, and the latter deposited his return fare with the Administration. Subsequently, Delbridge arranged a guarantee with the Yorkshire Insurance Co., and the amount deposited by the Enterprise Company was refunded.

The Enterprise Company found Delbridge unsatisfactory, and he was dismissed. He immediately made application to the insurance company for his return fare. It was pointed out to him that the guarantee of the insurance company provides that payment was to be made only in the event of the Administrator ordering the removal of Delbridge from the Territory, or if he paid the fare of Delbridge to Australia because Delbridge was found to be a destitute person.

Delbridge sought other employment, and was unsuccessful. Eventually, he made a declaration that he was destitute. Thereupon, he was formally arrested and sent back to Australia at the Administration's expense; and the Yorkshire Insurance Co. then paid £17/4/- to the Administration, in accordance with the terms of the guarantee, to cover cost of maintenance and transportation.

It is as well that the terms of the insurance guarantee, or bond—which is freely used in New Guinea—should be generally understood. It comes into operation only if police action and deportation become necessary, either because a person is an undesirable, or because he is destitute.

BROADCAST OF COPRA PRICES

SOUTH SEAS produce prices (including copra) are broadcast weekly from Sydney in the news bulletin from A.W.A.'s world range short-wave station VK2ME each Sunday at 9 p.m., and Monday at 1.45 a.m. (Sydney time). Operating on a 31.28 wave length (9,590 kilocycles), VK2ME will transmit programmes in September on Sundays between 3.30 p.m. and 5.30 p.m. (0530-0730 G.M.T.), and 7.30 p.m. and 11.30 p.m. (0930-1130 G.M.T.); and on Mondays between 12.30 a.m. and 2.30 a.m. (1430-1630 G.M.T.).

Mr. Eric Archibald, a miner in the Wewak District, Northern New Guinea, died on July 17 from the effects of black-water fever. He went to New Guinea four years ago, sailing up from Australia in the schooner "Gunenbah".

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TAHITI—AFTER 8 YEARS

Marc T. Greene's Impressions

HAVING returned after eight years, I feel the urge to make a few comments on what I find.

The thing that surprises me most is to find Tahiti, and especially Papeete, so lively and active—far more so than when I was here before, despite the discontinuance of the mail boats. This is, of course, partly due to the fact that the European residents, especially British and Americans, have greatly increased in numbers. You see new houses, mainly bungalows along the various beaches, everywhere; and, on boat days, Papeete offers you a really fascinating cosmopolitan picture.

The foreign colony is certainly the most extraordinary one of its kind in the world. Its nucleus and foundation is, of course, the group of real gentlemen of Tahiti. It is not necessary to mention them specifically, nor would that at all please them. Some have acquired fame and fortune since I was here before; and that is almost as much satisfaction to their friends as it is to them. Others came here, originally, possessed of means which have been worthily used. Others had neither fame nor fortune, but are of the character that is of equal richness.

There is, unfortunately, another group. They were lured here, in the main, by journalistic liars who publish, far and wide, that once in Tahiti all your problems of whatever nature are immediately solved, that you can live on next to nothing, and at once acquire a companion of the opposite sex who will satisfy every mortal need, from laundering to the most exacting demands for "romance".

These writers, one of whom was recently refused readmission to the colony—and very properly—lay a heavy burden upon a much-enduring place. They send here a bunch of idlers, wasters, refugees from one thing and another, libertines, shirkers and bearded and straggly-necked indeterminates, who are an economic, social and moral menace. The French are governing and protecting the colony efficiently and judiciously, but it is impossible to keep out all undesirables.

HOWEVER, to me, Tahiti is as delightful as ever, and it is quite the pleasure to be back that I have been thinking it would be all this time.

The scenic and climatic charm is, of course, unaltered. The island peoples are contented, and there is practically no poverty. It is necessary, and a pleasure, to commend the French for the tact and the tolerance of their rule. And I am not, as you are aware, in the habit of waxing enthusiastic about colonial administrations anywhere. Never, in my time here, has the town itself been better policed, been cleaner or more attractive generally, than under the admirable control of Mayor George Bambridge.

It is no doubt true that the lovable, kindly-dispositioned Tahitians are easier to deal with than such as the truculent Samoans. But the difference between Papeete, with its blend of almost every European race, natives, half-castes, and what-have-you from all over the world, is in its rarely-marred orderliness and friendly atmosphere a marked contrast to Apia, with its unpleasant incidents of one kind and another.

There is no doubt at all that Tahiti

is unique and, as I am more than ever convinced, the best place in the world to live in. But if anybody comes here expecting to enjoy its delights on less than an income that would support them in reasonable economic security anywhere in the world, they are in for a sorry disillusionment, and the authorities of the colony for more annoyances—MARC T. GREENE, 28/6/39.

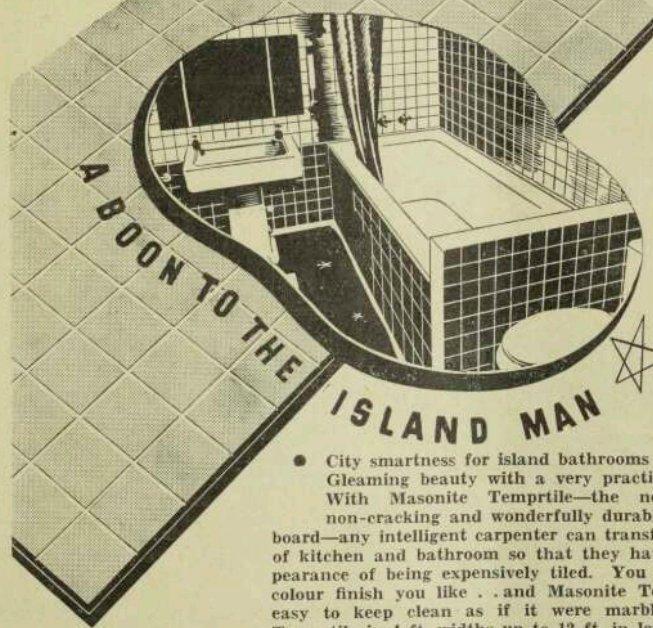
A pretty wedding was celebrated at the Ba Catholic Church, Fiji, on July 22 when Mr. Rupert Erry, of Suva, married Miss Elsie Campbell, of Ba. Over 200 guests attended the reception at the home of Mrs. Henry Robinson and heard the happy couple and their parents' families praised in eulogistic terms by the speakers, including Hon. R. R. Ragg, member for the Northern Division.

A double wedding was celebrated at the Lutheran Mission's Heldsbach Church, Finschhafen, T.N.G., recently, when Rev. Adolph Wagner, of Heldsbach, married Miss Thilde Kern and Rev. Hans Wagner, of Ulap, married Miss Elizabeth Kern. The brides were sisters and the bridegrooms cousins.

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Attacks on N.G. Officers

Are Repatriated Natives to Blame?

From Our Own Correspondent

WAU, Aug. 3.
DURING recent years, numerous reports have been published of Administration officers and members of the Native Constabulary being attacked and meeting their deaths at the hands of hostile natives in territory described as being under Government control.

Going back to 1935, A.D.O. Colin McDonald was killed by a native constable at Ambunti.

A. D. O. Nurton was attacked and lost his leg on the Rai Coast, Madang District, in 1936. This area had been under control since 1926.

Patrol Officer T. A. Hough lost his life in a controlled area of the Morobe District, at the end of 1936.

Patrol Officer F. Moy was attacked on the Liron River in the Waria District, Morobe, in 1936, and one of his native constables wounded.

Recently three native constables were killed near Akinum, Gasmata District, New Britain.

Patrol Officer G. Greathead was attacked at Wahgi, Mount Hagen area, a few weeks ago.

Portion of the costly Mount Hagen-Sepik patrol, just concluded, was attacked shortly after its commencement.

And now the latest and greatest tragedy has occurred at Wanali, Sepik District, when Patrol Officer Neil Elliott was killed in cold blood by a native village official who had been appointed by the Government. Two of his Native Constabulary escort were killed also. Patrol Officer F. Shand, going post haste to investigate the tragedy, was himself attacked.

The foregoing are instances which come readily to mind, and there have been many others. All these are in striking contrast to the opening up of the Territory during 1921 to 1931, when attacks on Government patrols by natives much nearer to the cannibal state than they are to-day, were practically unheard of.

The Sepik District comes into considerable prominence. Oil prospectors have been working through this area for many years without the slightest trouble of this description. Why, then, are Administration patrols attacked when they should stand for law and order?

It is held in many quarters that the obligatory repatriation of indentured natives, who are year by year becoming more and more sophisticated and many of whom do not want to go home, is having a deleterious effect upon village life. Natives are repatriated, for instance, to a "closed area", which means that they are confined there and cannot return to their employment. It is only reasonable to suppose that such natives, having become sanitary in their habits and having experienced a higher state of living, should become firebrands.

The fact remains, however, that there is something radically wrong somewhere and it is high time that this wrong was put right.

It is generally felt in this Territory that indentured labor is becoming more and more arrogant and insolent, and the foregoing facts indicate that the "kanaka" who has come into contact with repatriated natives is showing similar traits.

NEW PAPUAN LANDS OFFICE WINS PRAISE

From Our Own Correspondent

PORT MORESBY, July 26.

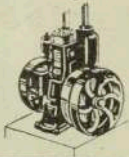
THE recently completed building for the offices of the Lands Department in Port Moresby is now occupied by the Department's staff. Standing below the old building, it contains well ventilated offices and a large excellently lit and well-equipped drafting room.

Altogether, the building marks an advance in architectural design for this Territory, all the rooms being very spacious and cool. Mr. Shelton-O'Reilly, the architect, has received many congratulations on a really fine job of work.

Captain E. C. Vider, master of the New Guinea Administration's patrol vessel "Eros", stationed at Kieta, returned to Bougainville, T.N.G., by the August "Malaita" after three months' furlough in Sydney.

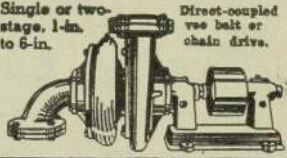
Father F. Weizhorlen, a Catholic missionary, arrived in Sydney from New Guinea on August 3 by airliner, on a stretcher. Taken to Lewisham Hospital, he underwent an operation on the 10th, and his condition a few days later was reported as "quite satisfactory".

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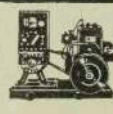
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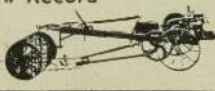
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PACIFIC TRAVELLERS



TOP ROW.—Left: Mr. R. F. Creaghe departed from Sydney for Suva, Fiji, by the "Mariposa" on July 21 to take up a position with the Colonial Sugar Refining Co. at Lautoka. Right: Mr. G. T. Gemmell of the British New Guinea Development Co., Samarai, Papua, arrived in Sydney by the July "Bulolo" on furlough.

SECOND ROW.—Mr. and Mrs. M. Grand returned to Vila, New Hebrides, by the "Morinda" on July 20. He is connected with Burns Philp (S.S.) Co., Ltd., and had been on furlough in Sydney.

BOTTOM ROW.—Left: Rev. E. A. Wale, together with Mrs. Wale, left Sydney by the "Morinda" late in July for Malekula, New Hebrides, to engage in missionary work for the Presbyterian Church. Right: Mr. G. Banks returned to Australia by the "Bulolo" in July, after two years at Rabaul, N.G., as electrical engineer with Rabaul Electricity Co.

SIR HARRY LUKE IN THE GILBERTS

From Our Own Correspondent

TARAWA, July 12.

SIR HARRY LUKE, C.M.G., Governor of Fiji and High Commissioner for the Western Pacific, arrived here on July 1, in H.M.S. "Wellington" (Commander Hyde-Smith), accompanied by the Resident Commissioner of the G. & E. Islands Colony, Mr. J. C. Barley.

Official visits were made to the Northern Gilberts and to Bairiki, headquarters of the Director of Education (Captain F. G. L. Holland, M.B.E.) and the King George V. School for Boys. On July 7 His Excellency and the Resident Commissioner left for the Southern Gilbert and Ellice Group. The official party was accompanied through the Central Gilbert Islands District by the Acting Administrative Officer, Mr. D. C. I. Wernham.

A new five-colour map of the Fiji Group has just been issued by the Lands and Survey Department, Suva.

Papuan Patrol Officer's Narrow Escape

From Our Own Correspondent

PORT MORESBY, July 26.
KNOCKED down and surrounded by 60 armed natives in the Kagua Valley area, Papua, on June 16, Patrol Officer Ivan Champion saved his life by shooting one of the natives as he was about to fire an arrow from a distance of five yards. The native was killed, and the others ran into the jungle.

With two carriers and a native constable, Champion, who is in charge of the Lake Kutubu police, was travelling about half a mile in the rear of the main party.

The natives emerged from the jungle as he was crossing a creek. One of them grabbed his rifle, and he was knocked to the ground. Several arrows which were fired narrowly missed him. Champion re-joined the main party, which searched unsuccessfully for the natives.

Attacks were made recently on two previous patrols in the district, but the natives scattered when rifles were fired.

The native who was killed came from Iawi village through which Champion had passed previously.

Mr. G. H. Green, managing director of Buka Plantations, Ltd., Numa Numa, Northern Solomons, left Sydney by the "Malaita" early in August on one of his regular visits to the Western Pacific.



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W. R. Carpenter & Co., Ltd.

Rabaul: John L. Peadar, Ltd.
Fiji: Morris, Hedstrom, Ltd.

ISLANDS PRODUCE

THE following quotations were obtained in Sydney in mid-August:—

Coffee

Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment, Sydney: Quote No. 1: 25/- stg. per cwt. (prompt shipment); 21/- stg. (Jan.-June shipment); quote No. 2: 18/3 per cwt.

Kenya, f.a.q., immediate shipment, c.i.f., Sydney, per cwt.—Grade "B", 55/-; grade "C", 51/-; Mysore, f.a.q., c.i.f., Sydney, per cwt., No. 1 quotations: Grade "A", 64/- stg.; grade "B", 57/6 stg.

Arabian (Aden) Hodeldah, f.a.q., c.i.f., Sydney—No. 1 quotation, 71/- stg. per cwt. No. 2 quotation, 76/- per cwt.

Note: Importers of coffee from Java, etc., pay the following additional charges: Exchange,

duty (4d. lb.), primage (10 per cent.), landing costs (1/- per cwt.). Coffee from Papua and New Guinea escapes most of these charges.

Kapok

Based on firm conversion of exchange, the c.i.f. official prices for kapok were: Average Java, 7 27-32d. per lb., and Prime Japara, 7 7-16d. per lb.

Cotton

London c.i.f. cotton prices during the month were: July 14, 4.81d. lb., August shipment; July 21: 4.52d. lb., August shipment; July 28, 4.69d. lb., August shipment; August 4, 4.62d. lb., September shipment; August 11, 4.51d. lb., September shipment.

Ivory Nuts

No 1 quotation: £7 per ton, f.o.b.
No. 2 quotation: £7 per ton, f.o.b., Sydney.
Quotations nominal.

Cocoa

Quote No. 1: New Guinea cocoa £26-28 per ton.

Quote No. 2: Accra, good fermented, £23/10/- sig. per ton, c.i.f., Sydney.

Quote No. 3: £26 per ton.

Rice

Rangoon rice, packed in 100 lb. bags, £12/10/- per ton; 200 lb. sacks, £12/15/- per ton, f.o.b., Sydney.

Australian table rice, packed in 56 lb. bags, £18 per ton.

Mother of Pearl Shell

At the Mother of Pearl Shell sales in London in mid-July a smaller supply was brought forward, but owing to the political tension there was a limited demand. A small proportion was disposed of at steady to occasionally lower prices. Of 415 packages of Torres Strait shell, 125 were sold at prices ranging from 110/- per cwt. B Stout medium to 15/- per cwt. for EE rejections. Nearly 50 packages of Black Edged Tahiti shell put up were later withdrawn. 8 packages of Black Edged Fiji fetched 20/- for small to bold and 5/- for defective and broken. The next auction will be held on September 12.

Trochus Shell

Owing to Japan's restrictions on overseas credits, there have been no sales for some time. The following are nominal quotations from three Sydney sources:—

	£	£	£
No. 1 grade	73	75	76
No. 2 grade	62	63	64
No. 3 grade	49	50	52½

All quotes are f.o.b., and on the Australian £.

Green Snail Shell

Green snail shell, quoted nominally by Sydney buyers:—Quote No. 1: £40; No. 2: £48-£50.

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ESTABLISHED 1817

BUKA PLANTER'S DEATH

AN old identity of the Solomon Islands and New Guinea, Mr. Charles Frederick Huson, owner of Tulaen and Haramon Plantations, on Buka Island, died in a Sydney private hospital on July 22.

Mr. Huson went to B.S.I. about 35 years ago and entered into partnership with the late Mr. Sam Atkinson, recruiting and planting. Acquiring his own plantation, he settled down for a time, but later disposed of the place to become master of the schooner "Francis". In 1919, the old German firm D.H. and P.G. engaged him to plant up the small island of Jame and when this property was taken over by the Expropriation Board he purchased his own estate at Tulaen. Later he acquired Haramon.

A French timber company, under the direction of Mr. N. ("Tibby") Hagen, of Noumea, has taken a lease of the property on Aneityum Island, New Hebrides, formerly owned by the late John Park Wilson. Hitherto, Aneityum has been one of the last two "all-British" islands in the Condominium, the other being Eromanga.

The motor launch "St. Nicholas" 14 tons has arrived at Samarai for the Methodist Mission at Salamo, Eastern Papua. Captain James Inman with six Papuans brought her under her own power from Darwin in 32 days. She will be used to carry merchandise and passengers to the various mission stations.

Fiji's Annual Show will be held at Suva on October 16. The schedule covers entries for 430 classes of exhibits.

Market Quotations

Copra

London Price on—	South Sea, Sun-dried to London Per ton, c.i.f.	Plantation, Hot-air Dried, Rabaul Per ton, c.i.f.
January 1, 1932 ..	£14 0 0	£14 15 0
June 17 ..	£13 2 6	£13 5 0
December 16 ..	£14 2 6	£14 5 0
January 6, 1933 ..	£13 0 0	£13 12 6
March 3 ..	£11 7 6	£11 10 0
June 30 ..	£10 17 6	£11 0 0
September 29 ..	£9 7 6	£9 10 0
December 1 ..	£8 12 6	£9 0 0
January 5, 1934 ..	£8 0 0	£8 7 6
March 30 ..	£7 7 6	£8 0 0
June 15 ..	£8 0 0	£8 12 6
September 7 ..	£7 12 6	£8 15 0
December 28 ..	£9 0 0	£9 12 6
January 4, 1935 ..	£9 5 0	£10 5 0
March 1 ..	£12 2 6	£12 15 0
June 7 ..	£11 15 0	£12 7 6
September 6 ..	£9 17 6	£10 17 6
December 6 ..	£12 17 6	£14 0 0

London Price on—	South Sea, Smoked, to Genoa and Marseilles Per ton, c.i.f.	South Sea, Sun-Dried Hot-air Dried, to London Per ton, c.i.f.	Plantation, Rabaul Per ton, c.i.f.
Jan. 3, '36 ..	£13 2 6	£13 15 0	£14 0 0
Mar. 6 ..	£11 15 0	£12 15 0	£13 0 0
June 5 ..	£11 10 0	£12 0 0	£12 17 6
Sept. 4 ..	£13 2 6	£13 10 0	£14 12 6
Dec. 4 ..	£19 7 6	£19 7 6	£20 7 6
Jan. 8, '37 ..	£22 12 6	£22 12 6	£23 12 6
Mar. 5 ..	£19 0 0	£19 5 0	£20 0 0
June 4 ..	£15 15 0	£15 12 6	£16 12 6
Sept. 3 ..	£13 5 0	£13 5 0	£14 0 0
Dec. 3 ..	£12 10 0	£12 12 6	£13 7 6
Jan. 7, '38 ..	£12 12 6	£12 15 0	£13 12 6
Feb. 4 ..	£11 2 6	£11 10 0	£12 7 6
Mar. 4 ..	£10 17 6	£11 0 0	£12 0 0
Apr. 1 ..	£10 10 0	£10 12 6	£11 10 0
May 6 ..	£10 17 6	£10 17 6	£11 17 6
June 3 ..	£9 15 0	£9 15 0	£10 12 6
July 1 ..	£9 17 6	£9 17 6	£10 17 6
Aug. 5 ..	£9 15 0	£9 15 0	£10 15 0
Sept. 2 ..	£9 10 0	£9 10 0	£10 10 0
Oct. 7 ..	£9 2 6	£9 2 6	£10 2 6
Nov. 4 ..	£9 12 6	£9 12 6	£9 10 0
Dec. 2 ..	£9 5 0	£9 5 0	£10 2 6
Jan. 6, '39 ..	£9 12 6	£9 15 0	£10 10 0
Jan. 13 ..	£9 10 0	£9 12 6	£10 7 6
Jan. 20 ..	£9 7 6	£9 10 0	£10 5 0
Jan. 27 ..	£9 7 6	£9 10 0	£10 5 0
Feb. 3 ..	£9 10 0	£9 12 6	£10 10 0
Feb. 10 ..	£9 7 6	£9 10 0	£10 10 0
Feb. 17 ..	£9 15 0	£10 0 0	£10 17 6
Feb. 24 ..	£9 17 6	£10 2 6	£11 0 0
Mar. 3 ..	£10 0 0	£10 2 6	£11 0 0
Mar. 10 ..	£9 17 6	£10 2 6	£11 0 0
Mar. 17 ..	£9 15 0	£9 17 6	£10 17 6
Mar. 24 ..	£9 15 0	£9 17 6	£10 17 6
Mar. 31 ..	£9 12 6	£9 15 0	£10 15 0
April 6 ..	£9 12 6	£9 15 0	£10 15 0
April 14 ..	£9 10 0	£9 12 6	£10 12 6
April 21 ..	£9 10 0	£9 12 6	£10 12 6
April 28 ..	£9 17 6	£10 0 0	£11 0 0
May 5 ..	£10 0 0	£10 5 0	£11 0 0
May 12 ..	£10 5 0	£10 10 0	£11 5 0
May 19 ..	£10 5 0	£10 7 6	£11 2 6
May 26 ..	£10 7 6	£10 10 0	£11 7 6
June 2 ..	£10 7 6	£10 10 0	£11 7 6
June 9 ..	£10 5 0	£10 10 0	£11 7 6
June 16 ..	£9 15 0	£10 0 0	£10 17 6
June 23 ..	£9 10 0	£9 15 0	£10 15 0
June 30 ..	£9 5 0	£9 7 6	£10 7 6
July 7 ..	£9 2 6	£9 7 6	£10 5 0
July 14 ..	£9 0 0	£9 5 0	£10 0 0
July 21 ..	£8 15 0	£8 17 6	£9 12 6
July 28 ..	£9 0 0	£9 2 6	£10 0 0
Aug. 4 ..	£9 2 6	£9 5 0	£10 5 0
Aug. 11 ..	£9 2 6	£9 5 0	£10 5 0

Rubber

London Price on—	Para. per lb.	Plantation Smoked. per lb.
January 6, 1933 ..	4½d.	2.43d.
July 7 ..	5½d.	3.71d.
December 8 ..	4½d.	4.0½d.
January 5, 1934 ..	4½d.	4.28d.
July 6 ..	5½d.	7.06d.
December 28 ..	5d.	6½d.
January 4, 1935 ..	5d.	6½d.
July 5 ..	5d.	7½d.
December 6 ..	6½d.	6½d.
January 3, 1936 ..	6½d.	8½d.
June 5 ..	9d.	7½d.
December 4 ..	1/-	9 1-16d.
January 8, 1937 ..	1/2	10½d.
June 4 ..	11d.	9 5-8d.
December 3 ..	7½d.	7½d.
January 7, 1938 ..	7½d.	7d.
March 4 ..	6d.	7½d.
July 1 ..	6½d.	7½d.
October 7 ..	8d.	8½d.
December 2 ..	7½d.	8d.
January 6, 1939 ..	7d.	8½d.
February 3 ..	6½d.	7½d.
March 3 ..	7½d.	8 5-16d.
April 6 ..	7d.	8d.
April 21 ..	7d.	7 15-16d.
April 28 ..	7½d.	8d.
May 5 ..	7½d.	7 15-16d.
May 12 ..	7½d.	7 31-32d.
May 19 ..	7½d.	8d.
May 26 ..	7½d.	8½d.
June 2 ..	7½d.	8 5-16d.
June 9 ..	7½d.	8 5-16d.

June 16 ..	7½d.	8 3-16d.
June 23 ..	7½d.	8½d.
June 30 ..	7½d.	8½d.
July 7 ..	7½d.	8½d.
July 14 ..	7½d.	8½d.
July 21 ..	7½d.	8½d.
July 28 ..	7½d.	8½d.
August 4 ..	7½d.	8½d.
August 11 ..	7½d.	8½d.

BIRKMYRE'S

WATERPROOF CANVAS

● The Original and Best for all purposes where a thoroughly waterproof covering is required.

SAILCLOTHS, DUCKS, &c.
of FLAX, HEMP, and COTTON.

FISHING NETS,
LINES and TWINES

Extensive Stocks Carried.
Ensuring Prompt Despatch

The Gourcock Rope-work Co.
LIMITED

397 KENT STREET, SYDNEY, N.S.W.

No energy?

If you feel that you have no energy for anything, take a glass of Eno's "Fruit Salt" at any time during the day. Eno cools and purifies the blood, tones up the system, and restores natural vigour and energy.

ENO IS DIFFERENT
because

Eno contains no Epsom.
Glauber or other harsh purga-
tive mineral salts.

Eno contains no sugar to
overheat the blood and can
safely be taken in cases of
diabetes.

Eno is non-irritant and non-
habit forming.

Eno is pleasant to taste, safe,
mild yet thorough in action.

ENO'S
"FRUIT
SALT"

TRADE MARK

An 128



PABST CANNED BEER

Brewed in one of the world's largest and most modern breweries, PABST comes to you in genuine "KEGLINED" NON-REFILLABLE CANS

TWO TYPES: { PABST EXPORT BEER—A Light Lager Beer.
PABST OLD TANKARD ALE—An English Type stronger and heavier than Export.

Packed in Cartons containing 24 x 12 oz. cans and sold throughout the Pacific; but in case of any difficulty in obtaining supplies, write to:
BOX 1861 K, G.P.O., SYDNEY.

"NO LIGHT CAN STEAL ITS FLAVOUR"

WEATHER STATION FOR SUNDAY ISLAND

A PARTY of 12 men from the N.Z. Public Works Department will leave Auckland at the end of August in the A.K. "Miena" for Sunday Island, Kermadec Group, to build an aeradio and meteorological station. The cost of the station will be met from the recent vote of £60,000 for aerodromes in New Zealand and her Pacific Islands dependencies.

It is not intended to make a landing ground on Sunday Island, but the station will link up other work to give a maximum amount of information for important air services shortly to stretch across the Pacific Ocean and the Tasman.

Exchange Rates

THE following exchange quotations, gathered in Sydney, show the rates existing in mid-August:—

FIJI—THROUGH BANK OF N.S.W. AND BANK OF NEW ZEALAND			
Australia on Fiji on basis of £100 Fiji: Buying			
£A111/2/6, selling £A113.			
Fiji-London on basis £100 London:—			
	Buying.	Selling.	
	£ s. d.	£ s. d.	
Telegraphic transfer	110 15 0	112 0 0	
On demand	110 12 6	111 17 6	

NEW CALEDONIA—THROUGH FRENCH BANK			
Drafts, Sydney-Noumea and Noumea-Sydney, are on basis of current rate of exchange on			

Paris, less $\frac{3}{4}$ per cent. (approx.) either way. As quoted by the Comptoir National d'Escompte de Paris, in Sydney, and the Banque de l'Indochine, Noumea. On August 11, when the Australian £ was nominally worth 140.68 francs, £100 Australian would purchase a draft in Noumea of 13,879 francs.

DIRECT TELEGRAPHIC TRANSFER SELLING RATES

Quoted by BANK OF NEW SOUTH WALES in Australia.			
		Francs to £ Australian	
Australia on Papeete.			
Average for week ended 17/7/39		138.44	
Average for week ended 24/7/39		138.44	
Average for week ended 31/7/39		138.44	
Average for week ended 7/8/39		138.44	
Average for week ended 14/8/39		138.44	
		Francs to £ Australian	
Australia on Noumea			
Average for week ended 17/7/39		138.29	
Average for week ended 24/7/39		138.29	
Average for week ended 31/7/39		138.29	
Average for week ended 7/8/39		138.29	
Average for week ended 14/8/39		138.29	

NEW GUINEA AND PAPUA— THROUGH COMMONWEALTH BANK

From Australia, Pt. Moresby 10/- per cent.; on Rabaul 10/- per cent.—Other Papua and New Guinea districts £1 per cent.
From Rabaul on London, same as Australia on London:—
Buying: T.T. £A125 equals £stg. 100.
Selling: T.T. £A125/10/- equals £stg. 100.

THROUGH BANK OF N.S.W.
Australia on Papua 10/- per cent. premium each way, equivalent to commission of 10/- per cent.; Australia on Rabaul 10/- per cent. premium.
Papua and New Guinea on London: Same as Australia on London and vice versa.

WESTERN SAMOA—THROUGH BANK OF N.Z.			
Exchange, Australia on Western Samoa, basis £100 Samoa—buying £A98/12/6, selling £A100/2/6.			
Exchange, Samoa on London, basis £100 in London:—			
	Buying.	Selling.	
Telegraphic transfer	£135 10 0	£135 10 0	
On Demand	£123 10 0	125 7 6	
30 days	123 5 0	125 5 0	
60 days	123 0 0	125 2 6	
90 days	122 15 0	125 0 0	
120 days	122 10 0	124 17 6	

A team of hockey players from Fiji arrived in New Zealand on August 4 to play a series of matches against Dominion teams.

HONESTY — FIDELITY

When making your Will

Safeguard your interests. Ensure their protection and security. Avail yourself of the advantages to be derived from the appointment of this Company as your trustees, in preference to any one individual. Write to or call on any Branch of Burns, Philp & Company Limited, or Burns Philp (South Sea) Company, Limited, for the folder which fully explains these advantages. Give careful consideration to the benefits to be gained by appointing as your Executors—

BURNS PHILP TRUST CO. LTD.

DIRECTORS

JAMES BURNS

LEWIS ARMSTRONG

ROBERT JOHN NOSWORTHY

JOSEPH MITCHELL

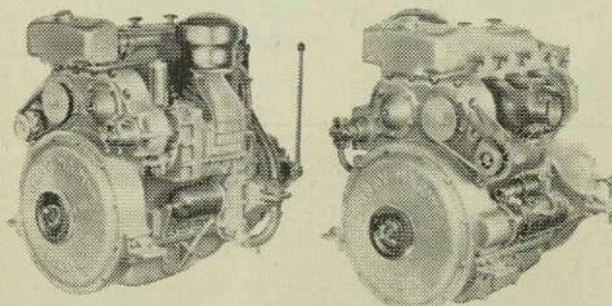
BURNS PHILP TRUST CO. LTD.

CAPITAL—£250,000

7 BRIDGE STREET — SYDNEY, N.S.W.

Sensational NEW . . . GRAY DIESELS

deliver 20 to 30% more power per pound than diesels of previous design



All Gray Marine Diesels are available in symmetrical pairs, direct or reduction drive, as shown for the pair of "three's" above.

THE new GRAY MARINE DIESELS are based on the engine developed by General Motors Corporation, and built on the bulk-reducing two-cycle principle—the same principle that made America's Diesel railroad streamliners possible. Adapted and equipped for light marine use by Gray Marine Motor Company, GRAY DIESELS are already setting new records for fuel economy, performance, and dependability throughout the world.

Whether you are considering a new boat or re-powering your present one, learn how GRAY DIESELS can give you better performance in less space and at a lower operating cost. For full information contact Sole Australian Agents.

W.L.HOLMES & CO.

BOATBUILDERS AND ENGINEERS

McMahon's Point, Sydney. 'Phone: XB 1310

Shipping Services in the Pacific

Sydney – N.Z. – Fiji – Hawaii

Subject to Alteration Without Notice.

	Aorangi.	Niagara.	Aorangi.	Niagara.	Aorangi.	Niagara.
Honolulu	Sept. 6	Oct. 4	Nov. 1	Nov. 29	Dec. 27	Jan. 24
Suva	Sept. 14	Oct. 13	Nov. 9	Dec. 8	Jan. 4	Feb. 2
Auckland	S. 17-18	O. 16-17	N. 12-13	D. 11-12	J. 7-8	F. 5-6
Sydney, dep. .	Sept. 22	Oct. 21	Nov. 17	Dec. 16	Jan. 12	Feb. 10
Sydney, dep. .	Sept. 28	Oct. 26	Nov. 23	Dec. 21	Jan. 18	Feb. 15
Auckland	O. 2-3	O. 30-31	N. 27-28	D. 25-26	J. 22-23	F. 19-20
Suva	Oct. 6	Nov. 3	Dec. 1	Dec. 29	Jan. 26	Feb. 23
Honolulu	Oct. 13	Nov. 10	Dec. 8	Jan. 5	Feb. 2	Mar. 1

UNION S.S. CO. LTD., Agents.

New Hebrides Inter-Island

S.S. Mirani (Burns Philp (South Sea) Co. Ltd.) connects every six weeks at Vila with S.S. Morinda from Sydney, then proceeds on southern trip, calling at the islands of Efate, Erromanga, Tanna, Anietyum, and returns to Vila—trip occupying 7 or 8 days. After 2 or 3 days at Vila, departs on northern trip, calling at the islands of Efate, Mai, Tongoa, Epi, Paama, Ambrym, Malekula, Aoba, Malo, Santo and returns to Vila, trip occupying 25 to 28 days. Vessel extends to Banks Group every second trip equivalent to about every six weeks.

M.V. Polynesian (Messageries Maritimes, Ltd.), which maintains a service from Vila to northern and southern ports, as well as occasional trips to Wallis and Futuna Islands, is at present in Sydney undergoing repairs.

Sydney – Noumea – New Hebrides – Indochina

Subject to alteration without notice.

	Pierre Loti.					
Sydney	Aug. 17	Sept. 7	Sept. 21	Oct. 19	Dec. 29	
Noumea	A. 21-22	Sept. 11	S. 25-26	O. 23-25	J. 2-3	
Mare	Aug. 23	—	Sept. 27	—	Jan. 4	
Vila	Aug. 24	—	S. 28-29	Oct. 26	J. 5-6	
Luganville ..	Aug. 25	—	Sept. 30	Oct. 27	Jan. 7	
Le Dart	A. 26-27	—	O. 1-2	Oct. 28	J. 8-9	
Norsup	Aug. 27	—	Oct. 2	—	Jan. 9	
Saigon	—	—	N. 11-13	—	—	
Haiphong	—	—	N. 16-19	—	—	
Zamboanga ..	—	—	N. 24-25	—	—	
Le Dart	—	—	—	Dec. 5	—	
Luganville ..	—	—	—	Dec. 6	—	
Vila	Aug. 28	—	Oct. 3	D. 7-8	J. 10-11	
Mare	Aug. 29	—	Oct. 4	—	Jan. 12	
Noumea	A. 30-31	Sept. 12	O. 5-6	D. 9-12	J. 13-14	
Sydney	Sept. 4	Sept. 16	Oct. 10	Dec. 16	Jan. 18	

MESSAGERIES MARITIMES CO., Agents.

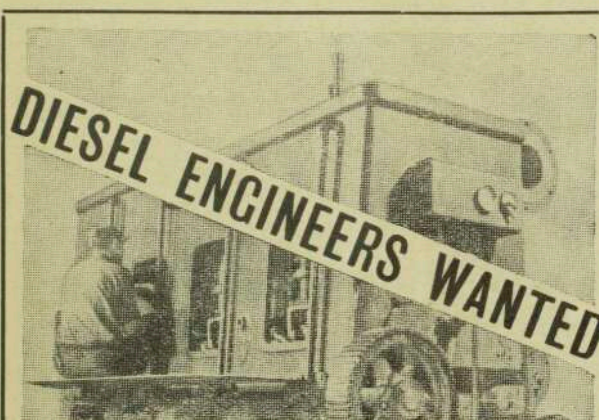
Gilbert and Ellice Islands

M.V. Moamoa (Burns Philp (South Sea) Co. Ltd.) and M.V. John Bolton (W. R. Carpenter and Co.) operate from Tarawa (Gilbert Islands), and connect regularly with all Islands in the Gilbert and Ellice Groups.

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Private Home, 5 Bedrooms, Lounge, Dinette, Kitchen. Well furnished. Cutlery, Telephone. Walking distance to wharf. 3 Minutes to Beach and Swimming Pool. Rent 5 Guineas per week, or 4 Guineas for long term. Apply:—

Miss A. Marr, 8 Bridge St., Sydney.
Telephone: BW 6510



TRAIN in Your SPARE TIME

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IN A YOUNG AND GROWING INDUSTRY

To-day is the Diesel Age! Mines, ships, buses, trains, aeroplanes—more and more power users in every industry are changing over to Diesel, the modern, highly efficient, more economical power. As a result, new, well-paid jobs are opening up every day for Diesel trained men. Still more men will be wanted in the future in Diesel operation, service, maintenance and sales, and positions in other power fields will become scarcer. Post the coupon below NOW for free booklet explaining this new motive power and get the facts about THE DIESEL ENGINEERING COLLEGE home study course. See how YOU can fit yourself for a position in this new industry of to-day and to-morrow, by qualifying for the D.E.C. diploma.

No Educational Qualifications NO PREVIOUS ENGINEERING KNOWLEDGE NEEDED

Because of the professional standing of the College, the practical method of training and its proved record, the D.E.C. course offers the surest way to success in the Diesel field. The lessons in the course are briefly and simply written by highly qualified and specially trained engineers. They are illustrated with clear, easily understood

Get into Diesel NOW! While it's Young!

Remember the motor industry, radio, talkies! Those who got in early got the best jobs. YOU can get in early in the Diesel field if you act now. The simple act of sending for this free Diesel booklet may be the turning point in your life. The D.E.C. Course deals with the whole subject from the ground up. It covers the two main sections of Diesel engineering—TRACTION DIESEL (tractors, motor buses, lorries, etc.), and STATIONARY DIESEL (mining and other power plants); 1,600 students in Australasia testify to its value. The fees are low and may be paid by easy instalments or in cash, whichever you wish. Write for the interesting booklet by Mr. W. Kingsford Smith, Principal of the College, which provides you with full particulars about this simple and efficient Training Course.

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COUPON
NOW!

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DIESEL ENGINEERING COLLEGE

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Please send me the Free Booklet with particulars of the Diesel Engineering College Course.

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ADDRESS

P.I.M. 15-7-39.

August 15, 1939—Pacific Islands Monthly

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**Ropes,
Cordage,
and Twines for every
purpose**

Backed by
86 years of service.

Manufactured by
**M. DONAGHY AND SONS,
Pty. Ltd., Geelong and Sydney.**

Fiji Representatives:
**PEARCE AND CO.
LIMITED**
P.O. BOX 237, SUVA

Central Pacific Services

M.V. Matua

Auckland	Aug. 15	Sept. 13	Oct. 10	Nov. 7	Nov. 28
Rarotonga ..	Aug. 19	Sept. 16	Oct. 14	Nov. 11	Dec. 2
Outer Islands	—	—	—	—	—
Rarotonga ..	—	—	—	—	—
Nukualofa ..	Aug. 23	Sept. 20	Oct. 18	Nov. 15	Dec. 6
Apia	A. 24-26	S. 21-23	O. 19-21	N. 16-18	D. 7-9
Suva	A. 29-31	S. 26-28	O. 24-26	N. 21-23	D. 12-14
Auckland	S. 3-4	Oct. 1	Oct. 29	Nov. 26	Dec. 17

The cargo vessel "Tollan" will depart from Sydney on August 16 for Fiji, Tahiti, and North American ports. She will carry a limited number of passengers in addition to mails and general cargo. The following vessel from Sydney will be the "Hoperange", early in September.

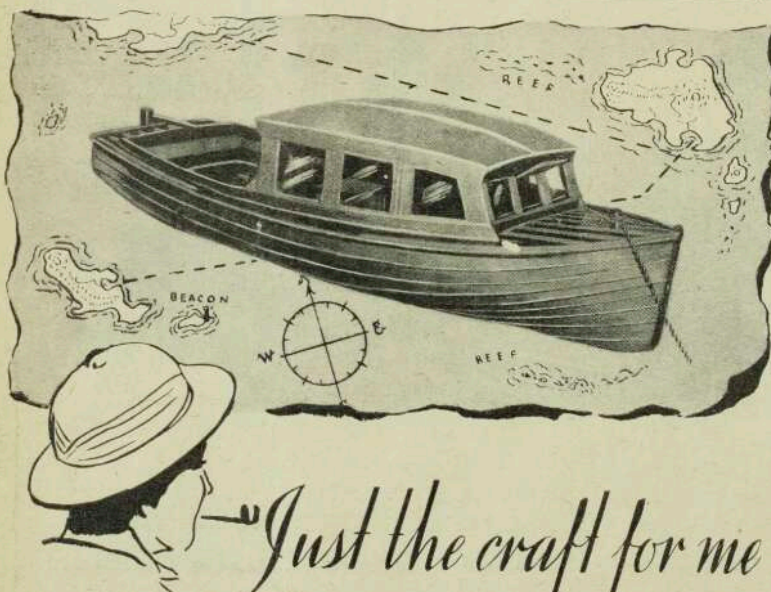
UNION STEAM SHIP CO. LTD., Agents

Sydney – Rabaul – Hong Kong

Subject to Alteration Without Notice.

	Tanda	Nankin.	Nellere.	Tanda.	Nankin.	Nellere.
Hong Kong	Sept. 2	Sept. 30	Nov. 3	Dec. 2	Dec. 30	Feb. 2
Manila	Sept. 5	Oct. 3	Nov. 6	Dec. 5	Jan. 2	Feb. 5
Rabaul	Sept. 13	Oct. 11	Nov. 14	Dec. 13	Jan. 10	Feb. 13
Brisbane	Sept. 19	Oct. 17	Nov. 20	Dec. 19	Jan. 16	Feb. 19
Sydney	Sept. 21	Oct. 19	Nov. 22	Dec. 21	Jan. 18	Feb. 21
Melbourne ..	S. 25—O. 4	O. 23—N. 1	N. 27—D. 2	D. 25—	J. 22—	F. 26—
Hobart	Oct. 6	Nov. 3	Dec. 4	—	—	—
Newcastle ..	Oct. 9	Nov. 6	Dec. 7	—	—	—
Sydney, dep.	Oct. 14	Nov. 11	Dec. 13	—	—	—
Brisbane	Oct. 16	Nov. 13	Dec. 15	—	—	—
Rabaul	Oct. 22	Nov. 19	Dec. 21	—	—	—
Manila	Oct. 31	Nov. 28	Dec. 30	—	—	—
Hong Kong	Nov. 3	Dec. 1	Jan. 2	—	—	—

E. & A. STEAMSHIP CO. LTD., Agents.



Just the craft for me

Here in the islands, I need a seaworthy craft, with cool, well ventilated yet roomy cabin and an absolutely reliable engine. Thus the Chapman 16ft. Cabin Model is my choice. It is powered with a famous Chapman PUP Engine and fitted with a sturdy cabin that provides sleeping accommodation for two as well as ample storage space. Thus there's protection from the tropic sun, wind and seaspray. You, too, write for details of this craft.

CHAPMAN & SHERACK

26 Clara Street, Erskineville, N.S.W.
ENGINE MANUFACTURERS FOR THIRTY YEARS

Sydney – Papua – N.G. Air Service

Under contract with the Commonwealth Government, a bi-weekly airmail service between Sydney, Papua, and New Guinea is conducted by W.R.C. Airlines Ltd., with two 10-seater De Havilland aeroplanes. A plane leaves Kingsford-Smith aerodrome, Sydney, every Wednesday at 7 a.m. and calls at Brisbane (Wed.), Rockhampton (Wed.), Townsville (Wed.), Cairns (Thurs.), Cooktown (Thurs.), Port Moresby (Thurs.), Salamaua (Thurs.), and Rabaul (Fri.). The return trip from Rabaul commences at 1 p.m. every Saturday, the airliner reaching Sydney at 4.45 p.m. the following Monday.

A second plane leaves Sydney every Sunday at 7 a.m. and calls at Brisbane (Sun.), Rockhampton (Sun.), Townsville (Sun.), Cairns (Mon.), Cooktown (Mon.), Port Moresby (Mon.), and Salamaua (Mon.). The return trip from Salamaua commences at 7 a.m. every Wednesday, the airliner reaching Sydney at 4.45 p.m. the following Thursday.

W. R. CARPENTER AND CO. LTD.

N.G. Goldfields' Air Services

Aeroplanes conducted by Guinea Airways Ltd., Mandated Airlines Ltd. (late Carpenter Airways) and other companies, leave Salamaua and Lae, the New Guinea mainland ports, two and three times daily for Wau and other centres on the Morobe goldfield. The aerial services are the only means of communication.

Wau – Port Moresby Air Service

A regular aeroplane service is now maintained by Guinea Airways Ltd., allowing passengers to and from the New Guinea goldfields to connect with Port Moresby, Papua. Details from the pursers of the Burns, Philp steamers.

Huon Pine Boat Planks

Practically Borer Proof and Everlasting,
also Spotted Gum Timbers—Prices Right.
A. C. Fryer 110 Miller St.,
Pyrmont, N.S.W.

Sydney – N.Z. – Fiji – Samoa – Hawaii

Subject to Alteration Without Notice.

	Mariposa.	Monterey.	Mariposa.	Monterey.	Mariposa.	Monterey.	Mariposa.
Honolulu	Aug. 21	Sept. 18	Oct. 16	Nov. 13	Dec. 11	Jan. 8	Feb. 5
Pago Pago ..	Aug. 26	Sept. 23	Oct. 21	Nov. 18	Dec. 16	Jan. 13	Feb. 10
Suva	Aug. 29	Sept. 26	Oct. 24	Nov. 21	Dec. 19	Jan. 16	Feb. 13
Auckland ...	Sept. 1	S. 26-30	Oct. 27	Nov. 24	D. 22-23	Jan. 19	Feb. 16
Sydney	Sept. 4	Oct. 3	Oct. 30	Nov. 27	Dec. 26	Jan. 22	Feb. 19
Melbourne ..	S. 8-11	O. 6-9	Nov. 3-6	Dec. 1-4	D. 29-J. 1	J. 26-29	F. 23—
Sydney	Sept. 15	Oct. 13	Nov. 10	Dec. 9	Jan. 5	Feb. 2	—
Auckland	Sept. 18	Oct. 16	Nov. 13	Dec. 12	Jan. 8	Feb. 5	—
Suva	Sept. 21	Oct. 19	Nov. 16	Dec. 15	Jan. 11	Feb. 8	—
Pago Pago ..	Sept. 22	Oct. 20	Nov. 17	Dec. 16	Jan. 12	Feb. 9	—
Honolulu	Sept. 27	Oct. 25	Nov. 22	Dec. 21	Jan. 17	Feb. 14	—

OCEANIC STEAMSHIP CO., MATSON LINE.

Saigon – Java – South Seas – N.Z. – Sydney

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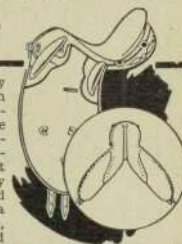
	Tasman.	Maet-suycker.	Tasman.	Maet-suycker.	Roggeveen.
Saigon	Aug. 16	Sept. 16	Oct. 18	Nov. 17	Dec. 14
Singapore ...	A. 18-19	S. 18-19	O. 20-21	N. 19-20	D. 16-17
Batavia	A. 21-23	S. 21-23	O. 23-25	N. 22-25	Dec. 19
Samarang ...	Aug. 24	Sept. 24	Oct. 26	Nov. 26	Dec. 20
Sourabaya ...	Aug. 25	Sept. 25	Oct. 27	Nov. 27	Dec. 21
Pt. Moresby ...	Sept. 1	Oct. 2	Nov. 3	Dec. 4	Dec. 22
Samara ...	Sept. 2	—	Nov. 4	—	Dec. 23
Salamaua	Sept. 4	—	Nov. 6	—	Dec. 24
Rabaul	S. 6-7	—	N. 8-9	—	Jan. 2
Vila	—	Oct. 6	—	Dec. 8	Jan. 4-5
Noumea	—	O. 7-10	—	D. 9-12	—
Auckland	Sept. 14	Oct. 13	Nov. 16	Dec. 15	Jan. 13
Wellington ...	Sept. 20	Oct. 20	Nov. 22	Dec. 21	Jan. 19
Sydney	S. 25-27	O. 24-26	N. 27-29	D. 25-28	J. 24-26
Pt. Moresby ...	Oct. 2	Oct. 31	Dec. 4	Jan. 2	Feb. 1
Sourabaya ...	Oct. 9	Nov. 7	Dec. 11	Jan. 9	Feb. 9
Samarang ...	Oct. 10	Nov. 8	Dec. 12	Jan. 10	Feb. 10
Batavia	O. 11-13	N. 9-11	D. 13-14	J. 11-12	P. 11-12
Singapore ...	Oct. 15	Nov. 13	Dec. 18	Jan. 14	Feb. 14
Saigon	Oct. 17	Nov. 15	—	—	—

ROYAL PACKET NAVIGATION CO. LTD.

Carolines—Western and Central Pacific

Twice a year, the Japanese motor vessel, "Takachio Maru", 100 tons (Nanyo Boyei Kaisha) leaves Ponape, Carolines (Japanese Mandated Territory) to visit Kavieng, Rabaul, Salamaua (New Guinea); Port Moresby (Papua); Vila (New Hebrides); Noumea (New Caledonia); Nukualofa (Tonga); Suva (Fiji); Tulagi (Solomon Islands); and thence back to Ponape, via Rabaul (N.G.).

Extra Strong Saddle
Extra Low Price
75/- bare



Built by highly skilled workmen from the best available materials, the Great Western Saddle represents remarkable value at 75/-. It is specially built to suit Island conditions with a Galvanised Tree, Copper Tacks and Brass Fillings.

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FARM ENGINES and FEED GRINDERS.

RAILROAD EQUIPMENT.

DIESEL ELECTRIC SETS, 6 to 1,200 KW.,
ALTERNATING OR DIRECT CURRENT."FAIRDAY" WASHING MACHINES and
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HOME LIGHTING SETS.

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French Oceania Inter-Island Service

A regular cargo and passenger service between Tahiti and the Leeward Islands (Huahine, Raiatea, and Pora Pora) is carried on by the small vessel "Hiro".

Solomon Is. Inter-Island Service

A.S. Mamutu, 200 tons (Burns Philp (South Sea) Co. Ltd.), operates through the Group. She has cargo capacity for 120 tons of copra.

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Sydney – Norfolk Is. – New Hebrides

Subject to alteration without notice.

S.S. Morinda.

Sydney	Aug. 19	Aug. 31	Sept. 30	Oct. 12	Nov. 11	Nov. 23	Dec. 13
Lord Howe	Aug. 21	Sept. 2	Oct. 2	Oct. 14	Nov. 13	Nov. 25	Dec. 15
Norfolk Is.	Aug. 23	Sept. 4	Oct. 4	Oct. 16	Nov. 15	Nov. 27	—
Vila	—	Sept. 7-8	—	O. 19-20	—	N. 30-D. 1	—
Ringdove Bay ..	—	—	—	Oct. 21	—	—	—
Bushman's B.	—	Sept. 9	—	Oct. 21	—	Dec. 2	—
Malo	—	Sept. 9	—	Oct. 22	—	Dec. 2	—
Tangoa	—	—	—	—	—	—	—
Segond	—	—	—	—	—	—	—
Aoba	—	Sept. 10	—	Oct. 23	—	Dec. 3	—
Hog Har.	—	—	—	—	—	Dec. 4	—
Vila	—	Sept. 11	—	Oct. 24	—	—	—
Norfolk Is.	Aug. 24	Sept. 14	Oct. 5	Oct. 27	Nov. 16	Dec. 7	—
Lord Howe	Aug. 26	Sept. 16	Oct. 7	Oct. 29	Nov. 18	Dec. 9	Dec. 15
Sydney	Aug. 28	Sept. 19	Oct. 9	Nov. 1	Nov. 20	Dec. 12	Dec. 18

BURNS, PHILP & CO. LTD., Agents.

U.S.A.—South Seas

A new shipping service between the Pacific coast of America and the South Sea Islands was inaugurated in January with the Norwegian motor ships Thor I. and Velox. Both vessels have accommodation for about twelve passengers. Among their ports of call are: Noumea, Townsville, Rabaul, Lae, Salamaua, Port Moresby, Apia, and Suva. The Australasian agents are Messrs. Birt & Co., Ltd., 4 Bridge Street, Sydney.

Sydney – New Guinea – Hong Kong

Subject to alteration without notice.

M.V. Neptuna.

Sydney	Aug. 2-5	Oct. 6-11	D. 13-16
Salamaua	Aug. 12	Oct. 18	Dec. 23
Rabaul	Aug. 14	Oct. 20	Dec. 25
Cebu (opt.)	Aug. 21	Oct. 27	Jan. 1
Manila	Aug. 24	Oct. 30	Jan. 4
Hong Kong	A. 26-30	Nov. 1-5	J. 6-10
Saigon	Sept. 5	Nov. 11	Jan. 16
Madang	Sept. 16	Nov. 22	Jan. 27
Salamaua	Sept. 19	Nov. 25	Jan. 30
Rabaul	Sept. 22	Nov. 28	Feb. 2
Sydney	S. 29-30	Dec. 5	Feb. 9
Melbourne	Oct. 2-4	Dec. 8-11	Feb. 12

BURNS, PHILP & CO. LTD., Agents.

Noumea – Australia

The small steamer Neo Hebridais (Societe Maritime et Miniere Hagen) carries on a monthly service between Noumea (New Caledonia), and Newcastle and Sydney (N.S.W.). The round trip occupies about 17 days.

The three vessels of the Societe Le Nickel, Cap Tarifa (2,177 tons), Capitaine Illaquer (2,138 tons), and Notou (2,384 tons) make irregular trips between Noumea (New Caledonia) and Sydney, Newcastle, and Port Kembla, N.S.W.

Nauru – Ocean Island

Ships are despatched by the British Phosphate Commissioners from Melbourne (Victoria) two or three times monthly, and from Auckland (New Zealand) irregularly, according to the requirements of the phosphate trade.

Mr. E. Bishton, of the A.W.A. radio station at Kavieng returned to New Guinea with his wife at the end of July, after several months' furlough in Australia.

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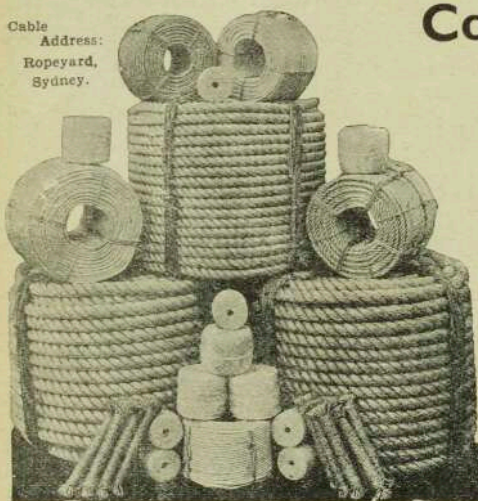
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N. Zealand—Samoa—Niue

The New Zealand Government's steamer *Maui Pomare* (1,150 tons) is the only direct connection between N.Z., the Mandated Territory of Western Samoa and Niue Island. The vessel, which carries mails, passengers, and cargo, is controlled by the Department of External Affairs at Wellington, where application should be made concerning freights, berths, etc.

M.V. Maui Pomare.

Wellington	Sept. 5	Oct. 3	Oct. 31	Nov. 21
Apia	S. 12-14	O. 10-12	Nov. 7-9	N. 28-30
Niue	Sept. 16	Oct. 14	Nov. 11	Dec. 2
Lyttelton	S. 25-26	O. 23-25	Nov. 20	D. 11-12
Wellington	Sept. 27	Oct. 26	Nov. 21	Dec. 13

Sydney — Papua — New Guinea

Subject to Alteration Without Notice.

	Bulolo.	Macdhul.	Bulolo.	Macdhul.	Bulolo.	Macdhul.	Bulolo.
Sydney	Aug. 19	Sept. 6	Sept. 27	Oct. 14	Nov. 4	Nov. 22	Dec. 9
Brisbane	Aug. 21	Sept. 8	Sept. 29	Oct. 16	Nov. 6	Nov. 24	Dec. 11
Townsville	—	Sept. 11	—	Oct. 19	—	Nov. 27	—
Cairns	—	Sept. 12	—	Oct. 20	—	Nov. 28	—
Port Moresby	Aug. 25	Sept. 14	Oct. 3	O. 22-23	Nov. 10	Nov. 30	Dec. 15
Samara	Aug. 26	Sept. 15	Oct. 4	Oct. 24	Nov. 11	Dec. 1	Dec. 16
Rabaul	A. 28-29	S. 17-18	O. 6-7	O. 26-27	N. 13-14	D. 3-4	Dec. 18
Kavieng	—	Sept. 19	—	Oct. 28	—	Dec. 5	—
Lorengau	—	Sept. 20	—	—	—	Dec. 6	—
Lindenhafen	Aug. 30	—	Oct. 8	—	Nov. 15	—	Dec. 19
Madang	—	Sept. 21	—	—	—	Dec. 7	—
Alexishafen	—	—	—	—	—	—	—
Salamaua	A. 31-S. 1	S. 22-23	O. 9-10	O. 30-31	N. 16-17	D. 8-9	D. 20-21
Lae	—	—	—	—	—	—	—
Madang	Sept. 2	—	Oct. 11	Nov. 1	Nov. 18	—	Dec. 22
Alexishafen	—	—	—	—	—	—	—
Borani	Sept. 3	—	Oct. 12	—	Nov. 19	—	D. 23-24
Wewak	Sept. 4	—	Oct. 13	Nov. 1	Nov. 20	—	Dec. 25
Madang	Sept. 5	Sept. 23	Oct. 14	Nov. 2	Nov. 21	Dec. 9	Dec. 26
Salamaua	—	Sept. 24	—	Nov. 2	—	Dec. 10	—
Finschafen	—	—	—	—	—	—	—
Kavieng	S. 6-7	—	O. 15-16	—	N. 22-23	—	D. 27-28
Pondo	—	Sept. 26	—	Nov. 4	—	Dec. 12	—
Rabaul	Sept. 8	Sept. 27	Oct. 17	Nov. 6	Nov. 24	Dec. 13	Dec. 30
Salamaua	Sept. 9	—	Oct. 18	—	Nov. 25	—	Dec. 31
Samara	Sept. 11	Sept. 29	Oct. 20	Nov. 8	Nov. 27	Dec. 15	Jan. 2
Port Moresby	Sept. 12	Sept. 30	Oct. 21	Nov. 9	Nov. 28	Dec. 16	Jan. 3
Cairns	—	Oct. 2	—	Nov. 11	—	Dec. 18	—
Brisbane	Sept. 16	Oct. 5	Oct. 25	Nov. 14	Dec. 2	Dec. 21	Jan. 7
Sydney	Sept. 18	Oct. 7	Oct. 27	Nov. 16	Dec. 4	Dec. 23	Jan. 9

BURNS, PHILP AND CO., LTD., agents.

New Caledonian Inter-Island Services

A vessel owned by Societe des Iles Loyalty makes regular trips, carrying mails and passengers, from Noumea along the east coast to Arama. Also from Noumea to Poun and Belep Islands, via the west coast. Leaving Noumea on the run up the east coast the vessel calls at Yate, Touarou, N. Goye, Kaukue, Thie, Nakety, Canalo, Gouaoua, Hauolou, Moueo, Pouterihouen, Tietl, Poindimie, Wagap, Touho, Kokingone, Hieghene, Tao, Outbatch, Pouebo, Balada, Pam and Arama. Return by same route. Ports visited on west coast trip are: Bourail, Poya, Muco, Pounboul, Kono, Voh, Temala, Ouaco, Koumac, Karamble, Tangadieu, Pasgoumene, Nehoue, Mouac, Belep, and return by same route.

The same vessel also maintains a 4 weeks' service between Noumea and the Loyalty Group. The vessel calls at Tadinne (Mare Is.), Chepenehe, and We (Lifou Is.), Fajoue, St. Joseph and Banout (Ouvea Is.). Calls are made occasionally at Isle of Pines and Walpole Island.

Japan — N.G. — Noumea — New Zealand

The O.S.K. vessel, *Tokyo Maru*, will leave Yokohama on September 26, calling at Rabaul (N.G.), on October 11; Australian ports, October 15-26; N.Z. ports, October 31-November 13; Noumea (N. Caledonia), November 17-21. She will return to Yokohama on December 8.

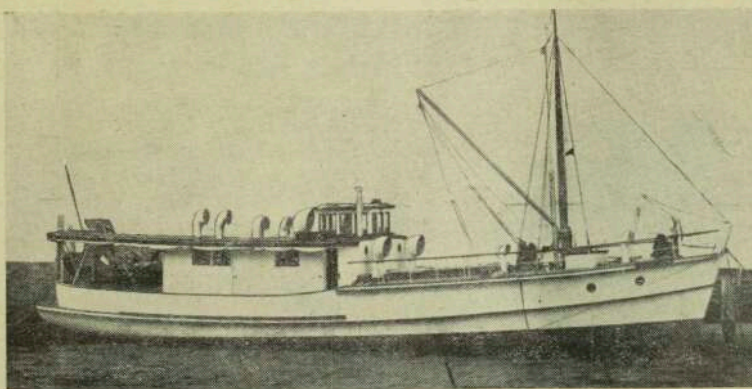
The Yamashita Kisen Kaisha vessel, *Naniwa Maru*, will leave Yokohama on October 26, calling at Noumea, November 16-17; N.Z. ports, November 21-December 12; and return to Yokohama on December 30.

A large pearl, weighing 23 carats, considered to be one of the best won from the Torres Strait sea bed in the last 10 years, was found in July by Powanga, a native diver on one of the native-owned boats at Badu Island.

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Fiji Inter-Island Services

M.V. Matafele, 334 tons (Burns Philp (South Sea) Co. Ltd.), under contract with Fiji Government. Regular four weekly itinerary comprises: Two trips Buca Bay, returning by same route to Suva—trip occupying 8 days. Two trips each Suva to Lautoka, returning to Suva direct or via Ellington—trip occupying 3 or 4 days.

M.V. Yanawai (Burns Philp (South Sea) Co. Ltd.) makes regular trips from Suva to Labasa, via Levuka and Macuata ports, then returns to Suva.

Trip A: Suva-Labasa, via Levuka and Macuata ports, returning to Suva by the same route. Duration of voyage, 8-10 days. Trip B: Suva-Labasa, via Levuka and Macuata ports,

then calling at the ports on the coast beyond Labasa, Natewa Bay ports, Levuka, and Suva. Duration of voyage, 10-12 days.

M.S. Adi Rewa (Morris, Hedstrom Ltd.) makes trips from Suva to Levuka and Labasa via Macuata ports—trip occupies 8 days. Leaves Suva and proceeds to Levuka, Nabouwalu, Lekutu, Dreketi, Naduri, and Labasa. Returns to Suva by same route. On alternative trips she returns from Labasa via Naduri, Nakaloa, Dreketi, Naiserewaqa, Lekutu, Galoa, Nabouwalu and Levuka. The latter round trip from Suva occupies about 10 days.

M.S. Tui Kauvaro (Morris, Hedstrom Ltd.) operates from Suva to Levuka, calling at Lautoka and Ellington. Voyage takes 4 days.

M.V. Tui Cakau (Morris, Hedstrom Ltd.) operates from Suva and makes regular inter-island trips throughout the Colony.

Hong Kong – New Guinea – Solomon Islands

Subject to alteration without notice.

S.S. Friderun (cabin, third-class and deck passengers) runs from Hong Kong to New Guinea and Solomon Islands ports. In the Solomons she calls at Tulagi, Rere, Gizo and Kieta.

S.S. Friderun.			
Hong Kong	Aug. 15	Oct. 14	Dec. 2
Saigon	Aug. 22	—	—
Manila	Aug. 27	—	—
Medang	Sept. 5	Oct. 26	Dec. 14
Salamaua	Sept. 7	Oct. 28	Dec. 16
Tulagi	Sept. 11	N. 1-3	Dec. 20
Gizo	Sept. 14	—	Dec. 23
Rabaul	S. 17-22	N. 6-11	D. 26-J. 2
Lorengau	Sept. 25	Nov. 14	Jan. 5
Hong Kong	Oct. 7	Nov. 26	Jan. 17

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Europe – Suva – N.Z. – Sydney – New Guinea

Subject to Alteration Without Notice.

The M.V. Rabaul left Sydney on August 8 for Queensland ports. She will continue on to New Guinea (Salamaua, August 25; Rabaul, August 30), and return to London via Capetown early in November.

The S.S. Suva, due to arrive in London from Pacific ports in mid-August, is expected to leave again for the Pacific at the end of the month.

The M.V. Salamaua left Rotterdam on July 28. She will call at Port Arthur (Texas, U.S.A.), San Francisco, and Vancouver, and then leave for Melbourne, Australia. Calling at Sydney, Brisbane, and Townsville, the vessel will continue on to N.G. ports, arriving in the Mandated Territory in mid-November.

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Sydney – Solomon Islands – New Guinea

Subject to Alteration Without Notice.

M.V. Malaita.			
Sydney	Sept. 16	Oct. 28	Dec. 9
Brisbane	Sept. 18	Oct. 30	Dec. 11
Townsville	Sept. 21	Nov. 2	Dec. 14
Cairns	Sept. 22	Nov. 3	Dec. 15
Tulagi	—	—	—
Makambo	S. 26-27	N. 7-8	D. 19-20
Gavutu	—	—	—
Domma	—	—	—
Su'u	Sept. 28	Nov. 9	Dec. 21
Tasavarong	—	—	—
Mamata	—	Nov. 10	—
Aruligo	—	—	—
Lavaro	—	—	—
Mamata	—	—	—
Tasavarong	Sept. 29	—	Dec. 22
Aruligo	—	—	—
Meringe	—	—	—
Hivo	Sept. 30	—	Dec. 23
Yandina	—	—	—
Banika	—	—	—
Ufa	—	—	—
Pafami	Oct. 1	Nov. 11	Dec. 24
Younger	—	—	—
Pepesala	—	—	—
Lingatu	—	Nov. 12	—
West Bay	—	—	—
Somata	—	—	—
Gizo	Oct. 2	Nov. 13	D. 25-26
Faisi	Oct. 3	Nov. 14	Dec. 27
Kieta	Oct. 3	Nov. 14	Dec. 27
Atigua	—	—	—
Numa Numa	Oct. 4	Nov. 15	Dec. 28
Teopasino	—	—	—
Soraken	Oct. 5	Nov. 16	Dec. 29
Rabaul	O. 6-7	N. 17-18	Dec. 30
Soraken	Oct. 8	Nov. 19	Dec. 31
Kieta	Oct. 9	Nov. 20	Jan. 1
Faisi	Oct. 10	Nov. 21	Jan. 2
Gizo	Oct. 11	Nov. 22	Jan. 3
Tetipari	—	—	—
Russell Is.	Oct. 12	Nov. 23	Jan. 4
Gavutu	O. 13-14	N. 24-25	J. 5-6
Makambo	Oct. 19	Nov. 30	Jan. 11
Brisbane	Oct. 19	Nov. 30	Jan. 11
Sydney	Oct. 21	Dec. 2	Jan. 13

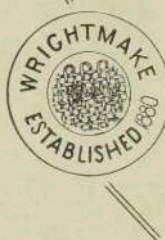
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Sydney – T.I. – Darwin – Singapore

Subject to Alteration Without Notice.

	Marella.	Merkur.	Marella.
Sydney	Sept. 7	Oct. 7	Nov. 6
Brisbane	Sept. 9	Oct. 9	Nov. 8
Townsville (opt.)	Sept. 12	Oct. 12	Nov. 11
Thursday Is.	Sept. 15	Oct. 15	Nov. 14
Darwin	Sept. 19	Oct. 19	Nov. 18
Sourabaya	Sept. 24	Oct. 24	Nov. 23
Samarang	Sept. 25	Oct. 25	Nov. 24
Cheribon (opt.) ..	Sept. 26	Oct. 26	Nov. 25
Batavia	Sept. 27	Oct. 27	Nov. 26
Singapore	S. 29-O. 3	O. 29-N. 3	N. 28-D. 2
Batavia	Oct. 6	Nov. 6	Dec. 5
Samarang	Oct. 7	Nov. 7	Dec. 6
Sourabaya	Oct. 8	Nov. 8	Dec. 7
Darwin	Oct. 13	Nov. 13	Dec. 12
Thursday Is.	Oct. 16	Nov. 16	Dec. 15
Townsville (opt.)	Oct. 18	Nov. 18	Dec. 17
Brisbane	Oct. 21	Nov. 21	Dec. 20
Sydney	O. 23-24	N. 23-24	D. 22-24
Melbourne	Oct. 27	Nov. 27	Dec. 27

BURNS, PHILP & CO. LTD., Agents.

Australia – Central Pacific – Mexico

The new B.P. vessel "Tulagi" left Sydney on August 3 on her inaugural voyage to Mexico, via Central Pacific ports. She will call at Lautoka and Suva (Fiji), Nuafofo and Nukualofa (Tonga), Fanning Island and Washington Island, arriving at Mexico on October 7. The vessel, which runs to a three-monthly schedule, will return to Sydney at the end of November.

BURNS, PHILP & CO. LTD., Agents.

N.G. Inter-Island Services

S.S. Malwara and M.V. Mullama (Burns, Philp & Co.) make regular round trips from Rabaul to New Ireland and Bougainville ports; New Britain-Manus-Witu; and New Guinea mainland ports.

S.S. Coombar, M.V. Desikoko, M.V. Duranbah, and S.S. Mako (W. R. Carpenter and Co.), make sailings from Rabaul every two or three weeks to various ports in the Territory.

Sydney – Noumea – Tahiti Service

Subject to Alteration Without Notice.

Mails and passengers from Sydney for Tahiti may connect with Messageries Maritimes liners at Noumea, per Pierre Loti (see Sydney-Noumea-New Hebrides service). The M.M. liner's run between Marseilles and Noumea, via Panama Canal.

	Eridan.	Sagittaire.	D'Amiens.
Papeete	S. 23-24	Nov. 5-6	D. 17-18
Suva (opt.)	Oct. 2	Nov. 13	
Vila	Oct. 4	Nov. 15	Dec. 27
Noumea	Oct. 6-14	N. 17-24	D. 29-J. 5
Vila	Oct. 17	Nov. 27	Jan. 8
Raiatea	Oct. 24	Dec. 4	Jan. 15
Papeete	O. 25-27	Dec. 5-7	J. 16-18

MESSAGERIES MARITIMES CO. LTD., Agents.

Samoa Inter-Island

Operating from Pago Pago, the small vessel Tutuila makes regular trips between American Samoa and Apia, Western Samoa.

The Apia customs launch connects regularly with the Matson liners "Monterey" and "Mariposa" at Pago Pago.

Mr. Tom Flower, well-known New Guinea timber exporter, arrived in Sydney from the Territory by the "Bulolo" on August 11 on a business visit. By the same vessel arrived 30,000 feet of New Britain walnut timber for transshipment to America. Mr. Flower exports a good deal of timber to America and England.

N.Z. MOVE TO BAN COOK ISLANDS TOMATOES

AT a conference of the N.Z. Council of Commercial Gardeners, held in Wellington on July 20, Mr. C. E. Pope (Christchurch) moved that the Government be asked to prohibit the importation of Cook Islands tomatoes after September 1 each year.

There was a loss of £20,000 a year on the steamer bringing the tomatoes to the Dominion, Mr. Pope said. Tomatoes were not greatly remunerative to Pacific growers, but the imports seriously affected N.Z. producers, who had established the industry long before tomatoes were imported from the Cook Islands. He added that "the Islands are full of plant diseases and there is danger of the introduction into New Zealand of such pests as the white ant".

don Thomas (unopposed); Secretary, Mr. A. J. Strathearn (unopposed); Committee, Messrs. Fleming, Phillpott, Marshall and Clark (all re-elected), and Goodwyn. Mr. R. L. Solomons did not stand for re-election. Mr. S. E. Costelloe was re-appointed Auditor.

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Let DOAN'S Ointment give you the relief you so sorely need. This special pile prescription is healing, antiseptic and soothing. That is why it is equally successful in overcoming eczema and other itching skin complaints. But, be sure you get DOAN'S.

DOAN'S OINTMENT

New Guinea Club's Annual Meeting

From Our Own Correspondent

ABOUT 70 members of the New Guinea Club attended the annual meeting on July 28. The President (Hon. R. L. Clark, M.L.C.), said that membership was now 377—160 town members and 217 country members. The year's profit showed a substantial increase on the previous period.

Election of officers resulted:—President, Hon. R. L. Clark (unopposed); Vice-President, Mr. Baden-Jones (unopposed); Treasurer, Mr. Gor-

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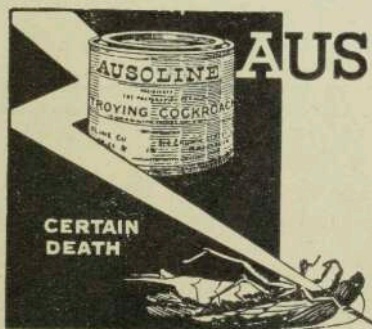
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PACIFIC TRAVELLERS

(CONTINUED FROM PAGE 1.)

bury, Russell, Salter, Tellsson, Wager, Walton, Waugh, Mesdames Ellis, Findlay, Alley, Antcliffe, Campbell, Cropp, Dick, Knibbs, Love, McGregor, Moller, Paton, Misses Heinrich (2), Hooper, Kennedy, Antcliffe, Ballment, Cohen, Duff, Mason, Moller, Moore, Wittingham, Woods.

N.G.—SYDNEY AIRLINER, JULY 29: Messrs. Poultney, Scriven, Frank, Geug, Thompson, Norris, Eldred, Wells.

PER "NIAGARA" FROM FIJI ON JULY 29: Messrs. Brittain, Lindsell, Plummer, Ramsay, Walshe, Cox, Davis, Masters, Roentfeld, Wilkinson. Mesdames Allison, Crummer, Gale, Kerkham, Lindsell, Plummer, Walshe, Booth, Masters, Roffey, Misses Brennan, Harris, Lambert, Single, Thomas, Williams, Heard, Roffey.

PER "MACDHUI" FOR PAPUA & N.G. ON JULY 29: Messrs. Parry, Copeland, Twist, Price, Page, Fuller, Evans, Smith, Read, Davis, Johnstone, Robson, Gill, Allen, Watson, Glais, Logan, Baldy, Sowerby, Goodwin, Perry, Ford, Aumuller, Brown, Young, Cridland, Pitman, Edwards, Wassner, Johnson, Barrow, Dean, Fredericks, Haupt, Gribben, Neish, Dean (2), Gray, Sinclair, De Martini, O'Brien, Pollard, Corlass, Hollins, McLaughlin, Aiken, Clarke, Scholes, Dougherty, Graham, Lock, King, Slaviero, Pengrazio, Mott, Stephenson, Mesdames Parry, Twist, Fuller, Turner, Evans, Munro, Glais, Ridge, Perry, Ford, Terrey, Scheps, King, Aumuller, Waltho, Cridland, Farrar, Pitman, Hooper, Robinson, Neish, Dean (2), Coleman, Sinclair, O'Brien, Bowden, Faithful, Pinguet, Pangrazio (2), Misses Kirby, Hayes, Twist, Meredith, Milson, Parsons, Busby, Preston, Meagher (2), Harris (2), Murray, Charles, Smith (2), Hooper, Gillespie, Hydes, Eastwood, Ollerton.

PER "MORINDA" FOR N. HEBRIDES ON JULY 30: Messrs. Sainsbury, Newton, Grand, Mitchell, Purdy, Connelly, Winsor, Henry, Douglas, McClean, Scott, Robertson, Wale, MacPherson, Brackenreg, Daigles, Ranger, Laing, Quintal, Williams, Clough, Mesdames Withers, Anderson, Newton, Mitchell, Scott, Robertson, Wale, Nichols, Wright, Bataille, Gordon, Misses Harris, Kennedy, Haddad, Halse-Rogers, Vicar, Bataille, Bamford, Cameron, Thompson, Gordon.

N.G.—SYDNEY AIRLINER, AUGUST 2: Messrs.

Shields, Roberts, Doggit, Lamson, Father Wlezhorlen, Mrs. Field.

PER "AORANGI" FOR FIJI ON AUGUST 3: Messrs. Eisenmenger, Farquhar, Hewitt, Henderson, Kennedy, Powell, Waddy, Burrows, Castles, Dietze, Huntley, Halliwell, Martin, McDonald, Nunn, Pinkerton, Nehm, Probert, Sorenson, Waring, Mesdames Eisenmenger, Farquhar, Henderson, Matthews, Waddy, Young, Dietze, Grant, Huntley, Steele, Sorenson, May, Misses Farquhar, May, McKay, Grant, Waring.

N.G.—SYDNEY AIRLINER, AUGUST 5: Messrs. Allan, Young, Sterling, Brewster, Watts, Lueddon, Noakes, Mrs. Brewster, Miss Buckham.

PER "NEPTUNA" FOR N.G. ON AUGUST 5: Messrs. Walsh, Florence, Monteith, Macqueen, Murray, Pennington, Bart, Caldwell, Williams, Wakefield, Bodger, Mesdames Walsh, Savage, Read, Caldwell, Wakefield.

PER "MALATTA" FOR B.S.I. & N.G. PORTS ON AUGUST 5: Messrs. Gierisch, Edwards, Driver, Joyce, Green, Perriman, Barrett, Love, Potter, Goulter, Rhoades, Colley, Bore, Vider, Hutchins, Rev. de Klerk, Mesdames Gierisch, Manning, Driver, Love, Ferris, Colley, Bore, Misses Wilding, Barrett, Hardie, Cunlind, Jones, Smith, McCahill, Saltmarsh, Templar, Cohen, Moore, Wilding.

SYDNEY—N.G. AIRLINER, AUGUST 8: Messrs. Poonell, Napier, Mesdames Peardon, Jones, Dettman.

PER "BULOLO" FROM PAPUA & N.G. ON AUGUST 11: Messrs. Arblaster, Basha, Baylis, Broinowsky, Brown, Buhler, Bullock, Carruthers, Cox (2), Curran, Flower, Foreman, Harty, Hocking, Jenkins, Lobb, Manson, McGregor, McCardle, Parsons, Ravenscroft, Schmidt, Robertson, Shannah, Shuter, Tucker, Stobo, Webb, Maxwell, Pearce, Searl, Everett, Bentley, Cleary, Halford, Sharpe, Stewart, Wallin, Bridge, Creswick, Clark, Flower, Jackson, Neely, Ryan, Fahey, Fry, Gow, Innes, Kimmick, Macdearmid, Muddell, Nagy, O'Reilly, Rignol, Soraghan, Anderson, Palfreyman, Rayner, Fathers, Mangan & Becker, Mesdames Allen, Atkins, Baylis, Bower, Broinowsky, Brown, Bullock, Carruthers, Cox, St. Clair, Fletcher, Foreman, Greenway, Hassett, Hocking, Lobb, McGregor, Buckley, Pocock, Ravenscroft, Relly, Schmidt, Robertson, Shannah, Shuter, Thirkell, Tucker, Pearl, Miller (2), Pearce, Oakes, Washington, Gray, Carson, Creswick, Johnson, Taylor, Campbell, Jarrett, Irvine, Swinson, Misses Aldis, Black, Cooper, Cox, Cronin, Danks, Harty, King, Keirnan, McCorquodale, Schmidt, Stammer.

Sloan, Arkell-Smith (2), Wilson, Sisters Dorothea, Pontentiana, Robertis.

PER "MORINDA" FROM N. HEBRIDES, NORFOLK & LORD HOWE IS. ON AUGUST 11: Messrs. Brackenreg, Connelly, Dennis, Dewey, Henry, Hogan, Laing, Mitchell, MacPherson, Murphy, Nicol, Newton, Purdy, Prior, Ranger, Sainsbury, Wincer, Mesdames Mitchell, MacPherson, Newton, Phillips, Misses Drummond, Haddad, Halse-Rogers, Kennedy, McVicar, Sims.

DEFENCE PREPARATIONS AT PT. MORESBY

From Our Own Correspondent

PORT MORESBY, July 20. DEFENCE measures in Port Moresby are moving rapidly.

The installation of the R.A.A. Battery on Paga Hill is practically completed. The work of surveying the harbour and the site for the military aerodrome (800 acres), seven miles from the town, is well under way. Constructional work on the 'drome will commence shortly. Tenders have been called for the erection of a large fuel oil storage tank with a capacity of 12,000 tons, on Upper Port Road, near Konedobu.

PAPUA'S FLYING DOCTOR

From Our Own Correspondent

PORT MORESBY, Aug. 2. DR. JENKINS of the A.P.C. oil company, has again made a long distance flight into a remote region to give medical aid to one of the Australasian Petroleum Co.'s staff.

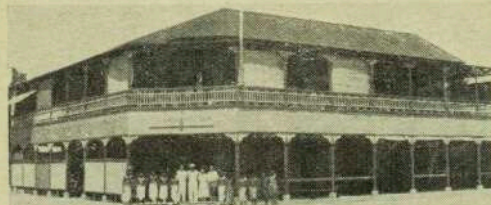
Word was received by radio from an oil camp on the upper reaches of the Fly River, near the Dutch border, telling of the man's injury. Chartering Guinea Airways Stinson seaplane, Dr. Jenkins left immediately for the camp, and after attending to the patient, returned with him to Port Moresby, where he was admitted to hospital.

Bulolo Gold Dredging Ltd.'s newly-completed No. 7 dredge in New Guinea went into production on July 15. In July the Co.'s produced 18,919 oz. bullion containing 13,053 oz. fine gold from 1,435,000 c. yds. and worth £114,214 (Aust.). Working profit was £70,402.

Mr. F. McCoy, of Pitcairn Island, arrived in New Zealand on August 12.

Mr. W. Diver, of Burns Philp (S.S.) Co. Ltd., Makambo, returned to B.S.I. by the "Malaita" from Sydney on August 5, after two months' leave in Sydney.

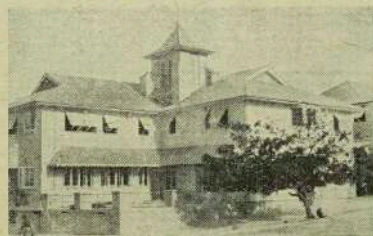
COSMOPOLITAN HOTEL SAMARAI.



FIRST-CLASS ACCOMMODATION
For
Tourists & Commercial
Electric Light,
Ballroom — Billiards
Freezing Works,
Cold Store.
Best Brands of Liquors
MODERATE TARIFF.
Fishing Trips and
Launch Excursions
Arranged.

WHERE TO STAY IN PORT MORESBY

HOTEL MORESBY



NEAR THE WHARF

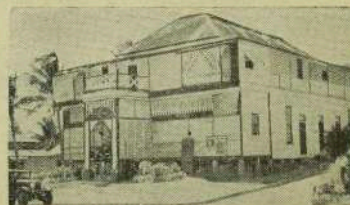
MODERN ACCOMMODATION
ONLY THE BEST BRANDS OF WINES, SPIRITS AND BEERS IN STOCK.

LICENSEE:

Hotel Moresby Ltd.

The PAPUA HOTEL

Catering specially for Tourists and Travellers.

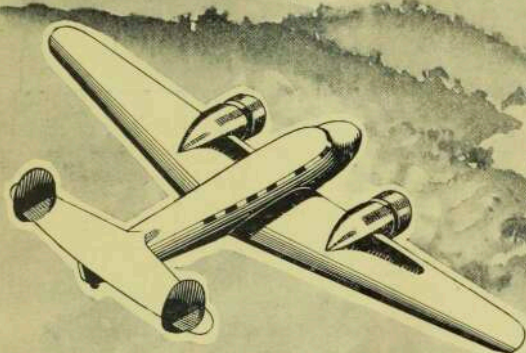


Licensee: Papua Hotel, Ltd.

First-class Accommodation. Parties Arranged. Situated on high ground overlooking both coasts, its Spacious Lounges are always Cool and comfortable. . . . Cars meet all Steamers.

August 15, 1939—Pacific Islands Monthly

CIVILISATION "Freighted" into **MOUNTAIN FASTNESSES**



by air

GUINEA AIRWAYS

Freight and Passenger Service

NEW GUINEA

Guinea Airways planes depart from Port Moresby for the Goldfields after the arrival of each boat. Tickets are obtainable from the Purser or Burns, Philp & Co. Ltd., Sydney or Brisbane.

AUSTRALIA

ADELAIDE to DARWIN, Three times weekly, connecting with overseas services to England and Europe.

ADELAIDE to KANGAROO ISLAND, daily return service.

ADELAIDE to PT. LINCOLN, Three times weekly, calling at Cowell and Cleve.

GUINEA AIRWAYS LINKED WITH EXPLOITATION OF NEW GUINEA'S GOLD!

There is **no road** from the coast to the Morobe Goldfields and the development of this rich area has only been made possible by aerial transport.

The air way has been the only means of transport since 1927. Guinea Airways maintain a fast regular service and have "freighted-in", without difficulty or delay, Crushing Mills, Dredges, Cyaniding Plants, Motor Vehicles, all types of machinery, thousands of passengers and all needs of the large European Community now in this section of the Mandated Territory.

Guinea Airways use 50 Aerodromes and landing grounds in New Guinea and Papua.

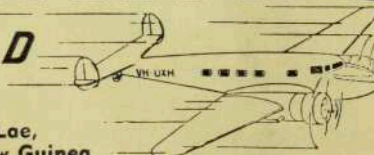
GUINEA AIRWAYS

LIMITED

LAE - SALAMAUA

Head Office: Austral Chambers,
Currie Street, Adelaide, S.A.

New Guinea Office: Lae,
Mandated Territory of New Guinea



BRANCH OFFICES AND AGENTS AT WAU—SALAMAUA—PORT MORESBY AND SYDNEY.

Pacific Islands Monthly—August 15, 1939

THE HOTTER THE WEATHER...

The more
SATISFACTION
you'll find in K.B.!

KEEP IN A COOL PLACE
TOOTH'S
KB
AUSTRALIAN
LAGER
BREWED ONLY FROM THE FINEST MALT & HOPS
AND BOTTLED BY
TOOTH & CO. LIMITED.
SYDNEY, AUSTRALIA.

WHEN the sun beats down with throat-parching fierceness—when the air shimmers with the tropical heat—that's when you'll really appreciate the cooling, enjoyable qualities of K.B.; for the hotter the weather, the more real refreshment there is in a cool, satisfying glass of **TOOTH'S K.B. LAGER.**